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DOMINION OF CANADA

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# THIRTY-FOURTH REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

(Formerly Board of Railway Commissioners)

FOR THE YEAR ENDED DECEMBER 31

1938



OTTAWA  
J. O. PATENAUDE, I.S.O.  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1939

Price, 25 cents







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THE BOARD OF TRANSPORT COMMISSIONERS  
FOR CANADA, 1938

---

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*



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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Thirty-fourth Report for the year ended December 31, 1938.

Since the publication of the last report the following amendments to the Railway Act, 1919, have been adopted:

### 2 GEORGE VI

#### CHAP. 12

#### An Act to amend the Railway Act. (Telephone Tolls)

*[Assented to 7th April, 1938.]*

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Section three hundred and seventy-five of the Railway Act, chapter one hundred and seventy of the Revised Statutes of Canada, 1927, is amended by inserting therein, immediately after subsection five thereof, the following subsection:—

“(5a) The Board may, from time to time upon application, deal with all questions of unreasonableness or unjust discrimination in respect of telephone tolls, resulting from the establishment, redivision and readjustment of the boundaries of any base rate area or telephone exchange area and, where it considers such tolls to be unreasonable or unjust or contrary to any of the provisions of this Act, may require the company to substitute tolls satisfactory to the Board in lieu thereof, or may prescribe other tolls in lieu of the tolls published by the company.”

### 2 GEORGE VI

#### CHAP. 40

#### An Act to amend the Railway Act

*[Assented to 24th June, 1938.]*

HIS MAJESTY, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Subsection one of section two hundred and three of the Railway Act, chapter one hundred and seventy of the Revised Statutes of Canada, 1927, is repealed and the following substituted therefor:—

“203. (1) Every railway company may, on and after the first day of November in each year, enter into and upon any lands of His Majesty or of any person lying along the route or line of the railway, and erect and maintain snow fences thereon, subject to the payment of such land damages, if any actually suffered, as are thereafter established by mutual agreement, and failing such agreement, in the manner provided by law with respect to such railway or, in the alternative, at the option of the claimant, by the Board of Railway Commissioners for Canada, who, upon hearing, shall determine and fix the compensation to be paid the owner by way of damages.”



The name of the Board was changed from that of Board of Railway Commissioners for Canada to that of Board of Transport Commissioners for Canada on July 1st, 1938, when the Transport Act, 1938, was assented to by the Governor General. Besides changing the name of the Board the Transport Act has enlarged its powers by giving it jurisdiction over transport by air and by water. The carriers were also authorized, under certain conditions and with the approval of the Board, to enter into agreements with the shippers with respect to the charges for the transport of goods.

This Transport Act is to be found in 2 Geo. VI, Chap. 53, Dominion Federal Statutes, 1938.

### PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1938 to December 31, 1938, the Board held 33 public sittings at which 52 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario .....	17
Quebec .....	8
Manitoba.....	0
Saskatchewan .....	1
Alberta .....	1
British Columbia.....	0
Nova Scotia .....	5
New Brunswick.....	1
Prince Edward Island.....	0
Total.....	33

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

### FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 2,009 applications and complaints received and dealt with by the Board, 97.41 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

### GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## APPEALS FROM RULINGS OF BOARD

There were three cases carried to the Supreme Court during the year, namely:—

Canadian National Railways *v.* Montreal Light, Heat & Power Consolidated and the Bell Telephone Company *re* Montreal Terminals. Question of law.—Pending.

Bell Telephone Company and Canadian National Railways *v.* Corporation of the Town of New Toronto and the Corporation of the Township of Etobicoke, Ont., *re* subway at Eighteenth St., New Toronto. Law and jurisdiction.—Pending.

The Consumers' Gas Co. of Toronto and the Bell Telephone Co. *v.* Canadian National Railways, City of Toronto and Township of Scarborough, Ont., *re* Victoria Park Avenue subway. Law and jurisdiction.—Pending.

There were no cases carried in appeal to the Governor General in Council during the year.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1938, was 1,513. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 1. The general orders as distinguished from other orders of the Board are those affecting all railway companies and other carriers subject to its jurisdiction, and are 13 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1938, will be found compiled under Appendix "F" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1938, was 2,009.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1938, was as follows:—

Freight tariffs, including supplements.....	41,300
Passenger tariffs, including supplements.....	7,889
Express tariffs, including supplements.....	1,208
Telephone tariffs, including supplements.....	1,346
Sleeping and parlour car tariffs, including supplements.....	37
Telegraph tariffs and supplements.....	24
Bridge tolls, including supplements.....	6
Total.....	51,810

The total number of tariffs filed from February 1, 1904, to December 31, 1938, was 1,972,369.

The details of the tariffs will be found under Appendix "A" to this report.



## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1938, number 567, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

The fund receives every year a statutory grant of \$200,000 with which, under certain conditions, contributions may be made to various projects of protection or of grade separation. This year a further sum of \$1,000,000 was allotted to the fund by Parliament, for the purpose of increasing its contributions to projects of works concerning level crossings. For more particulars regarding this Fund, the reader is referred to the report of the Chief Engineer of the Board, at Appendix "B" of this report.

## OPERATING DEPARTMENT OF THE BOARD

During the year 1938 the Operating Department of the Board carried out investigations throughout all parts of the Dominion in connection with accidents to passengers, railway employees, highway crossing victims and others using the railway.

The number of accidents investigated totalled 1,492, involving 1,941 casualties, of which number 279 persons were killed and 1,662 were injured, which is a reduction from the previous year of 748 casualties. Major train accidents on all railways in Canada dropped from 49 in 1937 to 32 in 1938, showing a reduction of this class of accident of 34.69 from the previous year.

Accidents at highway crossings for the year totalled 242, with 96 killed and 300 injured. Of this number 40 accidents occurred at crossings where there were protective devices, divided as follows:

Protection	Accidents	Killed	Injured
Gates.....	8	2	6
Lightning Flash Signal.....	1	.....	1
Electric Bell .....	5	2	6
Bell and Wigwag.....	23	9	25
Watchman.....	3	1	4
Total (at protected crossings).....	40	14	42

In addition to the above there were 202 accidents at unprotected crossings, resulting in 82 killed and 258 injured, making a total of 242 accidents, with 96 persons killed and 300 injured. One hundred and fifty of these accidents occurred in daytime and 92 at night. Of this number, 63 accidents with 13

persons killed and 91 injured were caused by motor vehicles running into the sides of trains and a further analysis shows that of these, 22 ran into the sides of trains in daylight and 41 at night. The number of accidents at night would indicate that auto drivers are outdriving their headlights, and are paying little or no attention to the Provincial Statutes governing the speed or operation of autos when approaching and passing over highway crossings.

Every public highway crossing where an accident occurred during the year was personally inspected by an officer of the Department, and where the conditions warranted it, improvement, protection or additional protection by means of automatic or manual devices were recommended and effected.

In an effort to reduce the number of highway crossing accidents, the Board issued a General Order, effective October 15, 1938, changing the statutory warning signal to be sounded by locomotives when approaching public crossings. The change consisted of lengthening the last blast of the whistle in order to amplify the warning to the public using the crossing. Since the date when the Order became effective (October 15, 1938) until the end of the year, there was a reduction of 23 accidents over the same period of the previous year. It is gratifying to note that in 1938 there were less crossing accidents and casualties than in any year since 1934.

During the year numerous investigations regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

The extensive development of the Gasoline and Oil Industry has greatly increased the number of installations for the handling and storage of Inflammable Liquids on or adjacent to railway property. During the year there were 191 additional installations located on or adjacent to railway property for the handling and storage of inflammable liquids, dependent upon railway service. These cover refineries, distilleries, manufacturing and processing plants, marine loading and unloading terminals served by a railway, storage tanks, loading and unloading racks, warehouses and pipe lines. The hazard involved as to handling and storage of inflammable liquids is that of exposure from burning liquid escaping from tanks, drums, barrels and pipe lines; flow of such liquids to other properties through rupture or, in the case of crude petroleum, boil over and possibility of explosions from vapors which may be liberated. A number of such accidents occur annually and are investigated and reported upon. During the year three installations for the storage and use of Liquefied Petroleum gases were also approved.

The record of Railway Fires for the year 1938 compares favorably with that of any during the past 25 years. In comparison with previous years, the number of fires reported caused by railways is the third lowest on record.

One hundred and sixty-four fires attributed to railways are reported to have originated on 13,908 miles of line classified as forested territory. These fires burned 612 acres of young forest growth, 1,364 acres of merchantable timber, 214 acres of slashing or old burned lands not restocking, and 796 acres of non-forested lands.

Of this total, 65 fires burned over less than one-fourth acre each; 78 fires burned over an area of one-fourth acre to ten acres each, and 21 fires burned over an area of more than 10 acres each.

The total area burned over was 2,986 acres, with damage to young forest growth, standing timber, forest products and other property estimated at \$4,786.00. Of this amount, the value of standing timber and young forest growth is estimated at \$1,665.00.

In accordance with the requirements of the Board, the railways maintained special patrol of 7,460 miles of line, necessitating the special attention to fire patrol of a total of approximately 991 fire patrolmen.



Under the co-operative arrangements, with the various Dominion and Provincial Forest Services, 202 officers and men of such services were under appointment as ex-officio officers of the Board.

During the fire season of 1938, 6,018 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,518 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

During the year 1938 a total of 95 accidents causing fires, personal injuries or property loss were reported incidental to the transportation by freight of explosives and other dangerous articles, three persons being injured, with a total property loss amounting to \$45,648.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1938, together with the number of orders issued:—

Number of applications made.....	2,009
Number of filings received during the year.....	27,681
Number of outgoing letters during the year.....	20,396
Number of orders issued during the year.....	1,513

## CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel and staff of the Board during 1938:—

Mr. Hugh Wardrope, Barrister-at-law, of the City of Hamilton, was appointed Assistant Chief Commissioner of the Board on November 8, 1938, to replace Dr. S. J. McLean whose services were retained as Technical Adviser of the Board. Mr. Wilfred Hanbury, of the City of Vancouver, was appointed a member of the Board on November 8, 1938, to replace the late Hon. T. C. Norris.

Mr. Alfred Sidney Kirk, of Montreal, was appointed Assistant Director of Traffic on Sept. 20, 1938. He was formerly employed with Guy Tombs Ltd. of Montreal, a Transportation and Travel Agency.

Two of the Board's officers were retired during the year. Mr. John Murphy, Electrical Engineer, was superannuated on June 17, 1938; and Mr. A. George Blair, Counsel, retired on November 28, 1938. Both these employees have rendered in the past very important services to the Board and their separation from the Board was the subject of great regret.

## APPENDIX "A"

REPORT OF THE BOARD'S DIRECTOR, TRAFFIC DEPARTMENT,  
FOR THE YEAR ENDED DECEMBER 31st, 1937

DEAR SIR,—I submit, for the Board's Thirty-Fourth Report, information regarding the work of the Traffic Department.

The number of Freight, Passenger, Express, Telephone, Telegraph, Sleeping and Parlour Car, and Bridge Toll Schedules, filed with the Board, was as follows:

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1937

<i>Freight—</i>			
Local Tariffs.....	23,020		
Supplements.....	48,073	71,093	
Joint Tariffs.....	48,879		
Supplements.....	222,850	271,729	
International Tariffs.....	188,220		
Supplements.....	866,680	1,054,900	1,397,722
<i>Passenger—</i>			
Local Tariffs.....	27,548		
Supplements.....	31,865	59,413	
Joint Tariffs.....	24,181		
Supplements.....	48,120	72,301	
International Tariffs.....	46,816		
Supplements.....	128,934	175,750	307,464
<i>Express—</i>			
Local Tariffs.....	9,304		
Supplements.....	63,206	72,510	
Joint Tariffs.....	8,948		
Supplements.....	37,739	46,687	
International Tariffs.....	8,120		
Supplements.....	18,706	26,826	146,023
<i>Telephone—</i>			
Local Tariffs.....	4,197		
Supplements.....	3,176	7,373	
Joint Tariffs.....	3,965		
Supplements.....	43,728	47,693	
International Tariffs.....	429		
Supplements.....	9,719	10,148	65,214
<i>Telegraph—</i>			
Tariffs.....	233		
Supplements.....	358	591	591
<i>Sleeping and Parlour Car—</i>			
Local Tariffs.....	262		
Supplements.....	419	681	
Joint Tariffs.....	357		
Supplements.....	624	981	
International Tariffs.....	448		
Supplements.....	1,364	1,812	3,474
<i>Bridge Tolls—</i>			
Tariffs.....	51		
Supplements.....	20	71	71
Combined totals all schedules.....			1,920,559



## TRANSPORT COMMISSIONERS OF CANADA

FROM JANUARY 1, 1938 TO AND INCLUDING DECEMBER 31, 1938

<i>Freight—</i>			
Local Tariffs .....	372		
Supplements .....	595	967	
Joint Tariffs .....	345		
Supplements .....	4,098	4,413	
International Tariffs .....	1,327		
Supplements .....	34,593	35,920	41,300
<i>Passenger—</i>			
Local Tariffs .....	1,991		
Supplements .....	573	2,564	
Joint Tariffs .....	730		
Supplements .....	751	1,481	
International Tariffs .....	1,169		
Supplements .....	2,675	3,844	7,889
<i>Express—</i>			
Local Tariffs .....	187		
Supplements .....	378	565	
Joint Tariffs .....	104		
Supplements .....	270	374	
International Tariffs .....	29		
Supplements .....	240	269	1,208
<i>Telephone—</i>			
Local Tariffs .....	8		
Supplements .....	98	106	
Joint Tariffs .....	5		
Supplements .....	1,235	1,240	
International Tariffs .....	0		
Supplements .....	0	0	1,346
<i>Telegraph—</i>			
Tariffs .....	5		
Supplements .....	19	24	24
<i>Sleeping and Parlour Car—</i>			
Local Tariffs .....	1		
Supplements .....	6	7	
Joint Tariffs .....	1		
Supplements .....	7	8	
International Tariffs .....	9		
Supplements .....	13	22	37
<i>Bridge Tolls—</i>			
Tariffs .....	4		
Supplements .....	2	6	6
Combined totals all schedules .....			51,810
Grand total—All schedules .....			1,972,369

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1937, to June, 1938, inclusive.

During this period there were filed 18,391 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,360,934 rates and 680,467 extensions checked, and 18,391 columns of figures added.

As a result of this check it was necessary to issue 3,737 corrections.

The total *additions* to the accounts amounted to \$1,215.40, and the total *deductions* \$4,940.12.

The total amount *claimed* by railways was \$781,613.48, and the amount *allowed* was \$777,888.76, or a *net deduction* of \$3,724.72.

During this period 190 Orders were issued approving tariffs or rates, and certifying to the normal tolls.

The total number of communications to railways, express, telephone, telegraph and international bridge companies, as well as aircraft operators, in connection with complaints, proper interpretation of tariffs, or classification and filing of same; also in connection with Powers of Attorney, Concurrences, Free or Reduced Rate Transportation, administration of the Maritime Freight Rates Act, etc., was 2,459. Memoranda and Reports to the Board numbered 1,048 and 8, respectively. Communications to others, 673. Grand Total, 4,188.

During the year under report there were issued 48 Traffic Orders and 7 General Traffic Orders, as well as 117 Orders approving Traffic Connecting Agreements or Service Station contracts between the Bell Telephone Company and named Local Telephone Companies.

The Transport Act, assented to July 1st, 1938, enlarged the jurisdiction and powers of the Board to also include licensing and rate control over transport of passengers and/or goods (except goods in bulk) by water on the Great Lakes and their connecting waterways as far seaward as the west end of the Island of Orleans, below Quebec; also similar transport by air between specified points in Canada or between specified points in Canada and points outside of Canada. It also provides for agreed charges, *i.e.*, permitting carriers to enter into an agreement with the shipper for an agreed charge for the transportation of his goods, or any part of them, subject to approval of the Board before it becomes effective. This part of the Act is designed to enable regulated carriers to meet the competition of unregulated transportation agencies.

Various parts of the Act come into force only upon proclamation. That part of the Act dealing with agreed charges was proclaimed as in force on November 15th, 1938. Points and places between which that part of the Act covering transport by air is applicable have been named by the Governor in Council, and additional points and places will from time to time be named.

Considerable ground work with reference to administration of the Act has already taken place by conferences between officers of the Board's Traffic Department and representatives of the Air Transport Association, also representatives of the carriers with respect to agreed charges. General Order No. 580, dated December 16th, 1938, prescribed regulations governing the construction and filing of Air Transportation tariffs with the Board. Forms of Application for Licence, as well as Conditions of Licence, covering transport by air, have also been drafted and approved by the Board, and supplies of Applications for Licence distributed to the aircraft operators.

W. E. CAMPBELL,  
*Director, Traffic Department.*

OTTAWA, January 12, 1939.

## APPENDIX "B"

OTTAWA, February 6th, 1939.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Transport Commissioners for Canada,  
Ottawa, Ontario.

SIR,—I have the honour to submit herewith synopsis of my annual report, covering the work of the Engineering Department during the year 1938.

Yours truly,

D. G. KILBURN,  
*Chief Engineer.*

The work of the Engineering Department has continued to be particularly heavy. An extensive programme of new work was undertaken under special funds voted by Parliament for the protection and safety of the public at highway crossings and at the same time for the relief of unemployment. In addition to the new works undertaken this year many projects were under construction and in the course of completion as provided for under Board's orders of previous years. These works were widely scattered throughout the whole of the Dominion and a great number of investigations and inspections were necessary, which involved many miles of travel by the Board's Engineers.

There are also many matters not listed dealt with by the Board's Engineers. The attached list gives details of projects carried out under the Engineering Department involving 567 inspections and travel mileage by the Board's Engineers of 161,000 miles.

## RAILWAY LOCATION

Relocation of main line of the Canadian National Railways on Kent Street, Woodstock, Ontario, and construction of siding to serve the Massey Harris Company.

## RAILWAY ABANDONMENT

Abandonment of operation of a portion of the La Tuque Subdivision of the Canadian National Railways between Dombourg and St. Marc, in the province of Quebec, a distance of 22·3 miles.

Abandonment of operation of a portion of the Montmorency Spur branch of the Batiscan Subdivision of the Canadian National Railways, in the province of Quebec, between La Jemmerais siding, mileage 1·03 and Mont Mills, mileage 7·35.

Abandonment of operation of the Frelighsburg Subdivision of the Canadian National Railways, between Farnham, mileage 17·9, and Frelighsburg, mileage 0·0, in the province of Quebec.

Abandonment of operation of a portion of the North Lake Subdivision of the Canadian National Railways between mileage 1·74 and Mackie's, Ontario, mileage 35·4.



## OPENING FOR TRAFFIC

Opening for the carriage of traffic of the revised location of the Canadian Pacific Railway between mileage 99.4 and 101.82 Mountain Subdivision, in the province of British Columbia.

Opening for the carriage of traffic portion of the Canadian National Railways from Val D'Or, mileage 37.5, to Noranda, mileage 100.6, in the province of Quebec.

## RAILWAY CONNECTION

Connection between logging railway of the Ocean Timber Company and the Esquimalt-Nanaimo Railway at Lake Cowichan, Vancouver Island, British Columbia.

Alteration in conditions at the transfer track between the Canadian National Railways and Canadian Pacific Railway at Rosetown, Saskatchewan.

Connection between the Victoria Lumber and Manufacturing Company's logging railway and the Canadian National Railways at mileage 90.41 Cowichan Subdivision.

Connection between the tracks of the Cornwall Street Railway Light & Power Company and the Canadian National Railways at Cornwall, Ontario.

## RAILWAY CROSSINGS

Alterations in the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways Saskatoon Loop Line.

Additional signal protection at the crossing of the Algoma Central & Hudson Bay Railway and the Canadian National Railways at Oba, Ontario.

Removal of existing derails and signals at crossing of Sandwich, Windsor & Amherstburg Railway by the Essex Terminal Railway on Howard Avenue, Windsor, Ontario, and installation in lieu thereof two indication light signals.

Changes in the interlocking plant at the crossing of the Harte and Carberry Subdivisions of the Canadian National Railways near Petrol, Manitoba.

Changes in the interlocking plant at the crossing of the Erieau-Sarnia line and the St. Thomas-Windsor line of the Pere Marquette Railway at Blenheim, Ontario.

Removal of derails Nos. 7 and 29 on the Canadian Pacific Railway main track and moving of eastbound home signal No. 2-4 to east side of Princess Street by the Pere Marquette Railway at the crossing of the Canadian Pacific Railway and the Pere Marquette Railway at Chatham, Ontario.

Installation of mechanical locks at the crossing of the New York Central Railroad Company's St. Clair branch by the Canadian National Railways at Southwold, Ontario.

Changes in interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Carberry, Manitoba.

Changes in interlocking plant at the crossing of the Canadian National Railways and the Grand River Railway at Beverley Street, Galt, Ontario.

Changes in interlocking plant at crossing of the Aston and Drummondville Subdivisions of the Canadian National Railways at Aston Junction, Quebec.

Changes in interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways near Dodsland, Saskatchewan.

Changes in the interlocking plant at the crossing of the Pheasant Hills branch of the Canadian Pacific Railway by the Canadian National Railways near Oban, Saskatchewan.

Changes in the interlocking plant at the crossing of the Canadian National Railways and the Canadian Pacific Railway at De Beaujeu, P.Q.

Changes in interlocking plant at the crossing of the Temiskaming and Northern Ontario Railway and the Canadian National Railways at Alderdale, Ontario.

## OPERATION OF INTERLOCKERS

Closing of signal tower at Milton Diamond, Ontario, by the Canadian National Railways from 4 p.m. on Saturdays until 8 a.m. Mondays, and from 4 p.m. until 8 a.m. on other nights of the week, the signals and derails to be set clear for the Canadian Pacific Railway Company's trains and against the Canadian National Railways' trains.

Operations of trains of the Nipissing Central Railway and Canadian National Railways over diamond at Rouyn, Quebec, at a speed of ten miles per hour, provided the signals are clear.

Abandonment of operation of interlocking plant at the crossing of the Kettle Valley Railway and the Canadian National Railways at Hope, British Columbia. Signals and derails to be set for the Canadian National Railways.

Operation of the interlocking plant at the crossing of the Kettle Valley Railway and the Canadian National Railways at Hope, British Columbia, between the hours of 6.00 a.m. and 2.00 p.m. and between the hours of 3.30 p.m. and 11.30 p.m. subject to condition that the signals be left clear for movements over the Canadian National Railways when the watchman is not on duty.

Operation of trains of the Pere Marquette Railway on the St. Thomas-Windsor main line over the Erieau branch line of the Pere Marquette Railway near Blenheim, Ontario, at a speed not exceeding ten miles an hour, provided signals are clear.

Abandonment of operation of interlocking plant at the crossing of the Kettle Valley Railway (Canadian Pacific Railway) and the Canadian National Railways at Hope, British Columbia, until the Coquihalla Subdivision of the Canadian Pacific Railway is reopened for traffic.

Operation of Canadian National trains and the Fort William Street Railway over crossing adjacent to intersection of Queen and James Streets, Fort William, Ontario, at a speed of ten miles per hour.

Operation of trains of the Lake Erie and Northern Railway through the interlocker at the crossing of the Canadian National Railways at Simcoe, Ontario, at a rate of speed of ten miles per hour without coming to a stop.

Operation of interlocking plant at the crossing of the Kettle Valley Railway and the Canadian Northern Pacific Railway at Hope, British Columbia, between hours of 6 a.m. and 2 p.m. and between the hours of 3.30 p.m. and 11.30 p.m. on condition that signals are left clear for movements over Canadian Northern Pacific Railway when watchman not on duty.

Operation of trains of Canadian Pacific Railway and Canadian National Railways over interlocker at South Devon, New Brunswick, without coming to a stop provided all signals are clear.

Abandonment of operation of interlocking plant at the crossing of the Kettle Valley Railway and the Canadian National Railways at Hope, British Columbia, until such time as the Coquihalla Subdivision of the Canadian Pacific Railway is opened for traffic.

## OPERATION OF BRIDGES

Operation of reconstructed bridge at mileage 32.9 St. Brieux Subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of reconstructed bridge at mileage 30.6 St. Brieux Subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of reconstructed bridge at mileage 81.71 Clearwater Subdivision, Canadian National Railways, in the province of British Columbia.

Operation of bridge at mileage 42.1 Montreal-Granby branch, Canadian National Railways.

Operation of bridge at mileage 0.32 Marieville Junction, Ste. Angele branch, Canadian National Railways, in the province of Quebec.

Operation of bridge at mileage 34.2 Montreal-Granby branch, Canadian National Railways, in the province of Quebec.

Operation of bridge at mileage 25.3 Montreal-Granby branch, Canadian National Railways, in the province of Quebec.

Operation of bridge at mileage 22.9 Montreal-Granby branch, Canadian National Railways, in the province of Quebec.

Operation of bridge at mileage 21.6, Montreal-Granby branch, Canadian National Railways, in the province of Quebec.

Operation of bridge at mileage 59.2 Oakland Subdivision, Canadian National Railways, in the province of Manitoba.

Operation of bridge at mileage 13.2 Delta Subdivision, Canadian National Railways, in the province of Manitoba.

Operation of bridge at mileage 3.0 Delta Subdivision, Canadian National Railways, in the province of Manitoba.

Operation of bridge at mileage 44.0 Porter Subdivision, Canadian National Railways, province of Manitoba.

Operation of bridge over the Saint John River, in City of Fredericton, New Brunswick, by the Canadian National Railways.

Operation of trains of the Canadian National Railways over the drawbridge across the Narrows between Lake Couchiching and Lake Simcoe, in the province of Ontario.

Operation of trains of the Canadian National Railways over the bridge over the Oromocto River at mileage 59.6 Centreville Subdivision, Canadian National Railways, in the province of New Brunswick.

Operation of trains of the Canadian National Railways under the overhead crossing in Lot 1, Concession 3, Township of Commanda, District of Nipissing, province of Ontario.

Operation of bridge at mileage 73.0 Cowichan Subdivision, Canadian National Railways, in province of British Columbia.

Operation of bridge at mileage 115.0 Three Hills Subdivision, Canadian National Railways, in the province of Alberta.

Operation of bridge at mileage 20.2 Beechy Subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of bridge at mileage 23.5 Cut Knife Subdivision, Canadian National Railways, over Cut Knife Creek, in the province of Saskatchewan.

Operation of bridge at mileage 16.9 Tisdale Subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of bridge at mileage 28.9 Tisdale Subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of bridge over creek at mileage 76.5 Blaine Lake Subdivision, Canadian National Railways, in province of Saskatchewan.

Operation of bridge over Belle River at mileage 190.0 Jonquiere Subdivision, Canadian National Railways, in province of Quebec.

Rendering the draw span fixed at the drawbridge over the Nikomekl River near Crescent, British Columbia, mileage 69, Vancouver, Victoria and Eastern Railway.

Operation of bridge of the Canadian Pacific Railway at Chapleau, Ontario.

Operation of bridge over Siwash Creek, mileage 23.4 Yale Subdivision, Canadian National Railways, in province of British Columbia.

Operation of signal protection layout between Atherley Junction and Orillia, Ontario, for the drawbridge over the Narrows between Lake Couchiching and Lake Simcoe by the Canadian National Railways.

Operation of automatic signalling for the protection of the draw span of the bridge crossing the St. John River at Fredericton, New Brunswick, by the Canadian Pacific Railway.



## SUBWAYS

Construction of coal mine entrance tunnel and airway passage beneath the main line track of the Esquimalt and Nanaimo Railway at mileage 66.4, Victoria Subdivision, in the province of British Columbia.

Construction of a subway under the Canadian Pacific Railway at Park Avenue, Montreal, P.Q.

Reconstruction of subway on Second Range North Richelieu Road, Parish of St. Joseph, County of Richelieu, Province of Quebec.

Construction of a subway at Ste. Therese de Blainville, Quebec, mileage 1.5 Ste. Agathe Subdivision, Canadian Pacific Railway.

Construction of two subways under the Canadian National Railways on King's Highway No. 20 in lots 26 and 27, of the Township of Saltfleet, County of Wentworth, province of Ontario.

Construction of a subway at Eighteenth Street, New Toronto, Ontario, by the Canadian National Railways.

Construction of a subway at Ste. Marguerite Street, Montreal, Quebec, by the Canadian National Railways.

Construction of a subway on Notre Dame Street, Montreal, Quebec, by the Canadian National Railways.

Construction of a subway under the tracks of the Canadian National Railways at Ste Anne Street, St. Hyacinthe, Quebec, by the Canadian National Railways.

Construction of a subway under the tracks of the Canadian National Railways at Pleasant Street, Amherst, Nova Scotia.

Construction of a subway under the tracks of the Canadian National Railways, at Sherbrooke Street, Pointe aux Trembles, Quebec.

## OPERATION OF SUBWAYS

Operation of trains of the Canadian National Railways over subway at mileage 5.61 Grimsby Subdivision, in Township of Stamford, County of Welland, province of Ontario.

Operation of trains of the Canadian National Railways over the subway at Brown's Line Road, mileage 12.37 Brampton Subdivision, in the province of Ontario.

Operation of trains of the Essex Terminal Railway and the Canadian National Railways over subway in the City of Windsor, Ontario.

Operation of trains of the Canadian Pacific Railway over the subway near Estevan, Saskatchewan, mileage 0.67 Neptune Subdivision.

Operation of trains of the Canadian Pacific Railway over the subway in Lot 14, Concession 8, Township of Vaughan, County of York, and province of Ontario, at mileage 13.70 MacTier Subdivision, Canadian Pacific Railway.

Operation of trains of the Canadian National Railways over subway at Gibson Street, in the Town of Parry Sound, Ontario.

Operation of trains of the Canadian National Railways over subway on Lot 14, Concession 6, Township of Field, District of Sturgeon Falls, province of Ontario.

Operation of subway at Victoria Park Avenue, Toronto, Ontario, carrying main line tracks of the Canadian National Railways.

Operation of trains over the four bridges which form part of the subway at Sioux Lookout, Ontario, by the Canadian National Railways.

## PROTECTION AT HIGHWAY CROSSINGS

Installation of double bells and wigwags at crossing of highway No. 24 in Lot 11, Concession 12, Township of Dumfries North, Ontario, by the Grand River Railway (Canadian Pacific Railway).

Installation of double bells and wigwags at the crossing of Broadway Avenue, Montreal East, by the Canadian National Railways.

Improvement to view at the crossing of Tillicum Road, in the Municipality of Saanich, British Columbia, mileage 2.25 Cowichan Subdivision of the Canadian National Railways.

Installation of two reflector button signs at the crossing of Oneida Road, 1.22 miles east of Shedden Station, Ontario, by the Michigan Central Railroad.

Installation of two reflector button signs at the crossing of School House Road, 1.69 miles west of Yarmouth Tower, Ontario, by the Michigan Central Railroad.

Installation of wigwag signal at the crossing of the highway at St. Leonard, New Brunswick, by the Canadian National Railways.

Installation of automatic bell and wigwag signal at the crossing of Wilson Avenue, near Weston, Ontario, by the Canadian Pacific Railway.

Installation of two wigwag signals and one bell at the crossing of the highway north of Oriole, Ontario, mileage 12.5 Bala Subdivision, Canadian National Railways.

Reconstruction of subway under the tracks of the Canadian Pacific Railway near Estevan, Saskatchewan.

Installation of double bells and wigwags at the crossing of Caradoc and Metcalfe Streets, in the County of Middlesex, and at Oxford, Victoria and Richmond Streets in the Town of Strathroy, all in the province of Ontario, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of Brunette Street, New Westminster, British Columbia, by the Vancouver, Victoria and Eastern Railway and Navigation Company.

Installation of track circuit on each side of the crossing of the highway by the Mersey Paper Company's siding at Brooklyn, Nova Scotia, by the Canadian National Railways.

Shortening of westbound ringing circuit for wigwags installed at the crossing of the highway just east of Hampton Station, New Brunswick, mileage 67.32 Sussex Subdivision, Canadian National Railways.

Installation of bell and wigwag signal at the crossing of Trunk Highway No. 3 at East River, Nova Scotia, mileage 40.1 Chester Subdivision, Canadian National Railways.

Installation of double bells and wigwags at crossing of Eglinton Avenue, Toronto, Ontario, by the Canadian National Railways.

Installation of automatic bell and wigwag signal at highway crossing at Hubbard, Nova Scotia, by the Canadian National Railways.

Installation of automatic bell and wigwag signal at crossing of Highway No. 4 at Monastery Station, Nova Scotia, mileage 106.34 Mulgrave Subdivision, Canadian National Railways.

Installation of automatic bell and wigwag signal at crossing of Trunk Highway No. 4 west of Tracadie Station, Nova Scotia, by the Canadian National Railways.

Installation of double automatic bells and wigwags at the crossing of Marie de l'Incarnation Street, Quebec, Province of Quebec, by the Canadian Pacific Railway.

Installation of double wigwag signals with one bell on each of the two lanes of traffic at the crossing of Highway No. 3, Maidstone, Ontario, by the Michigan Central Railroad.

Installation of double bells and wigwags at the crossing of highway No. 4 west of St. Thomas, Ontario, by the Canadian National Railways.

Installation of one bell and two wigwag signals at crossing of north and south road allowance on the west boundary of Section 19, Township 17, Range 28, W. 4 M., in the province of Alberta, by the Canadian Pacific Railway.

Installation of automatic bell and wigwag signal at the crossing of Highway No. 3 at Bowser, Nova Scotia, by the Canadian National Railways.

Installation of double bells and wigwags at crossing of highway just west of Dalhousie Mills Station, Quebec, by the Canadian Pacific Railway.

Installation of automatic bell and wigwag at crossing of Trunk Highway No. 3, Arcadia, Nova Scotia, by the Canadian National Railways.

Installation of automatic bell and wigwag signal at the crossing of the highway near Winfield, British Columbia, by the Canadian National Railways.

Installation of automatic bell and wigwag signal at the crossing of the highway at Bigwood, Ontario, mileage 84.9 Parry Sound Subdivision, Canadian Pacific Railway.

Installation of bell and wigwag signal at crossing of Trunk Highway No. 2 at East Southampton, Nova Scotia, by the Cumberland Railway and Coal Company.

Installation of two reflectorized crossing signs at the crossing of Provincial Highway No. 20 by the Niagara, St. Catharines and Toronto Railway at mileage 6.77, Welland Subdivision, at Fonthill, Ontario.

Installation of automatic bell and wigwag signal at crossing of the highway near Cowansville, Quebec, mileage 6.0 Newport Subdivision, Canadian Pacific Railway.

Relocation of existing bell and wigwag signal at crossing of Highway No. 54 at Charlesbourg, Quebec, mileage 3.35 Batiscon Subdivision, Canadian Pacific Railway.

Reconstruction of overhead bridge and approaches on Westminster Avenue, Montreal West, Quebec, mileage 44.6 Adirondack Subdivision, Canadian Pacific Railway.

Installation of two wigwags and one bell at the crossing of Highway No. 2 about mileage 5.10 St. Thomas, Walkerville Subdivision, Pere Marquette Railway.

Installation of two wigwags and a bell at crossing of first road east of Jordan Station, Ontario, by the Canadian National Railways.

Installation of automatic bell and wigwag signal at crossing of highway at Debert, Nova Scotia, mileage 10.6 Springhill Subdivision, Canadian National Railways.

Installation of two wigwags and one bell at crossing of Town Line Road at first crossing west of Vineland Station, Ontario, by the Canadian National Railways.

Installation of automatic bell and wigwag at Inches Avenue, Chatham, Ontario, by the Canadian Pacific Railway.

Rearrangement of operating circuits at crossing of Lacroix Street, Chatham, Ontario, by the Canadian Pacific Railway.

Installation of two wigwags and one bell at crossing of West Street, Chatham, Ontario, by the Canadian Pacific Railway.

Rearrangement of existing automatic wigwags and bell at crossing of Raleigh Street, Chatham, Ontario, by the Canadian Pacific Railway.

Installation of wigwag and bell at crossing of Jeffreys Street, Chatham, Ontario, by the Canadian Pacific Railway.

Installation of short arm electric gates with bell and wigwag signals at crossing of Queen Street, Chatham, Ontario, by the Canadian Pacific Railway.

Installation of short arm electric gates with bell and wigwag at crossing of Centre Street, Chatham, Ontario, by the Canadian Pacific Railway.

Addition of one wigwag to existing protection by bell and wigwag at Wellington Street, Chatham, Ontario, by the Canadian Pacific Railway.

Installation of short arm electric gates with bells at William Street, Chatham, Ontario, by the Canadian Pacific Railway.

Installation of bell and wigwag at crossing of Colborne Street, Chatham, Ontario, by the Canadian Pacific Railway.



Installation of bell and wigwag at crossing of Princess Street, Chatham, Ontario, by the Canadian Pacific Railway.

Installation of double bells and wigwags at crossing Muskoka Road just south of Gravenhurst, Ontario, by the Canadian National Railways.

Installation of two wigwags and one bell at crossing of Trans-Canada Highway at Rosspoint, Ontario, by Canadian Pacific Railway.

Installation of two wigwags and one bell at the crossing of Highway No. 11 near Washago, Ontario, mileage 89.2 Bala Subdivision, Canadian National Railways.

Removal of gates at crossing of King Street, Waterloo, Ontario, and installation of two position colour light signals by the Canadian National Railways.

Bonding of tracks of the Canadian National Railways at the crossing of Lake Road (Nelson Road), Grimsby, Ontario, to provide operation of bell on both tracks against current of traffic.

Installation of bell and wigwag signal at crossing of Hume Street, Collingwood, Ontario, by the Canadian National Railways.

Installation of two automatic bells and wigwags at the crossing of the Town Line Road near Palgrave, Ontario, mileage 32.5 MacTier Subdivision, Canadian Pacific Railway.

Grading of approaches and improving the sight line by removing a portion of the railway embankment at the crossing of Galt Street, Guelph, Ontario, by the Canadian National Railways.

Installation of a reflector sign on the south side of the track at the crossing of the Town Line Road on Lot 22, Concession 11, Township of South Norwich, in the province of Ontario, by the New York Central Railroad.

Installation of additional wigwag signal in the northeast angle of crossing of Provincial Highway No. 2, mileage 62.23 Windsor Subdivision, Canadian Pacific Railway, in the province of Ontario.

Installation of additional wigwag signal to existing bell at the crossing of Main Street, Parkhill, Ontario, by the Canadian National Railways.

Relocation of existing bell and wigwag at the crossing of Main Street East of Lancaster Station, Ontario, by the Canadian National Railways.

Removal of obstructions to view at crossing of highway west of Port Elgin Station, New Brunswick, by the Canadian National Railways.

Installation of additional wigwag signal and bell at southeast corner of crossing of Drouillard Road, Windsor, Ontario, by the Essex Terminal Railway.

Installation of bell and wigwag signal at the crossing of the highway east of Mahone Bay, Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag signal at crossing of Trunk Highway No. 3 east of Barrington Station, Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag signal at crossing of Trunk Highway No. 3 north of Barrington Passage Station, Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag signal at the crossing of Trunk Highway No. 3 east of Brooklyn Station, Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag signal at the crossing of Trunk Highway No. 3 about four miles west of Liverpool Station, Nova Scotia, by the Canadian National Railways.

Removal of obstructions to view at the crossing of the highway at mileage 21.6 Oyen Subdivision, Canadian National Railways, near Flaxcombe, Saskatchewan.

Installation of double bells and wigwags at the crossing of the highway just west of Coppercliffe Station, Ontario, by the Canadian Pacific Railway.

Construction of highway diversion and overhead highway crossing at Stewiacke, Nova Scotia, by the Canadian Pacific Railway.

Installation of automatic bell and wigwag signal at crossing of Trunk Highway No. 1 at Mount Uniake Station, Nova Scotia, by the Dominion Atlantic Railway.

Installation of automatic bell and wigwag signal at crossing of Trunk Highway No. 1 west of Smith's Cove, Nova Scotia, by the Dominion Atlantic Railway.

Installation of automatic bell and wigwag signal at crossing of Trunk Road No. 1 east of Joggins Bridge in the county of Digby, province of Nova Scotia, by the Dominion Atlantic Railway.

Installation of automatic bell and wigwag signal at the crossing of Main Street, Delhi, Ontario, mileage 83.17 Cayuga Subdivision, Canadian National Railways.

Installation of bell and wigwag signal at Barren Crossing Highway No. 5, first crossing west of Coxheath Station, Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag signal at the crossing of Trunk Highway No. 1 near Windsor, Nova Scotia (DeWolfe's Crossing) by the Dominion Atlantic Railway.

Installation of bell and wigwag signal at crossing of Trunk Highway No. 1 near Paradise Station, province of Nova Scotia, by the Dominion Atlantic Railway.

Installation of bell and wigwag signal at the crossing of the highway near Bristol, New Brunswick, mileage 77.95 Shogomoc Subdivision, Canadian Pacific Railway.

Installation of bell and wigwag at the crossing of Trunk Highway No. 3 east of Martins River, Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag signal at the crossing of George Street, Sydney, Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag signal at the crossing of Townsend Street, Sydney, Nova Scotia, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of Highway No. 69 in Lot 36, Concession 12, Township of McDougall, District of Parry Sound, province of Ontario, mileage 30.83 Parry Sound Subdivision, Canadian Pacific Railway.

Installation of double bells and wigwags at the crossing of Edinburgh Road, Guelph Junction, Ontario, by the Canadian National Railways.

Installation of automatic bell and wigwag at crossing of Highway No. 30, mileage 0.44 Peterboro Subdivision, Canadian Pacific Railway, at west end of Village of Havelock, Ontario.

Installation of bell and wigwag at crossing of Highway west of Chambord, Quebec, by the Canadian National Railways.

Installation of two wigwags and one bell at the first public crossing west of Blenheim Station, Ontario, by the Pere Marquette Railway.

Installation of automatic bell and wigwag signal at the crossing of the highway just south of Emsdale Station, Ontario, by the Canadian National Railways.

## CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Contribution
			\$ cts.
Reflector button signs (2).....	Oneida Road, Shedden, Ont.....	M.C.R..... 40%	24 00
" ".....	School House Road, Yarmouth, Ont.....	M.C.R..... 40%	24 00
Bell and wigwag (1).....	Wilson Ave., near Weston, Ont.....	C.P.R..... 40%	1,360 00
Track circuit.....	Brooklyn, N.S.....	C.N.R..... 40%	280 00
Ringing circuit altered.....	Hampton, N.B.....	C.N.R..... 40%	110 00
Bell and wigwag (1).....	East River, N.S.....	C.N.R..... 40%	650 00
Bells and wigwags (2).....	Eglinton Ave., Toronto, Ont.....	C.N.R..... 40%	1,800 00
" " (1).....	Monastery Station, N.S.....	C.N.R..... 40%	625 00
" " (1).....	Tracadie Station, N.S.....	C.N.R..... 40%	650 00
" " (2).....	St. Thomas, Ont.....	C.N.R..... 40%	960 00
Wigwags (2).....	Middle Road, Burlington, Ont.....	C.N.R..... 40%	1,160 00
Subway.....	Park Ave., Montreal, P.Q.....	C.P.R..... 40%	100,000 00
Bell and wigwag (1).....	East Southampton, N.S.....	Cumberland Ry..... 40%	620 00
Reflector signs (2).....	Fonthill, Ont.....	N. St. C. & T. Ry..... 40%	30 00
Bells and wigwags (2).....	West of Pelton, Ont.....	P.M. Ry..... 40%	1,052 00
" " (2).....	Jordan Station, Ont.....	C.N.R..... 40%	1,500 00
Subways (2).....	Twp. of Saltfleet, Ont.....	C.N.R..... 40%	41,360 00
Bell and wigwag (1).....	Debert, N.S.....	C.N.R..... 40%	490 00
Bell (1) wigwag (2).....	Town Line Road, Vineland, Ont.....	C.N.R..... 40%	1,680 00
Bells (7) wigwags (9).....	Chatham, Ont.....	C.P.R..... 40%	12,980 00
Bells and wigwags (2).....	Muskoka Road, Gravenhurst, Ont.....	C.N.R..... 40%	1,600 00
Bell (1) wigwags (2).....	Rosspoint, Ont.....	C.P.R..... 40%	1,560 00
Bell (1) wigwags (2).....	Washago, Ont.....	C.P.R..... 40%	1,120 00
Bonding tracks.....	Nelson Road, Grimsby, Ont.....	C.N.R..... 40%	294 00
Belis and wigwags (1).....	Hume St., Collingwood, Ont.....	C.N.R..... 40%	800 00
" " (2).....	Town Line Road, Palgrave, Ont.....	C.P.R..... 40%	2,000 00
Wigwag (1).....	Chatham, Ont.....	C.P.R..... 40%	464 00
" (1).....	Main St., Parkhill, Ont.....	C.N.R..... 40%	340 00
Road diversion.....	Twp. of Gibbons, Dist. of Nipissing.....	C.N.R..... 40%	7,696 00
" ".....	Twp. of Field, Ont.....	C.N.R..... 40%	14,155 62
Relocation signals.....	Main St., Lancaster, Ont.....	C.N.R..... 40%	25 00
Overhead highway bridge.....	Ancienne Lorette, P.Q.....	C.N.R..... 40%	36,845 82
Removal obstructions to view.....	Port Elgin, N.B.....	C.N.R..... 40%	20 00
Bell and wigwag (1).....	Drouillard Road, Windsor, Ont.....	Ess. Ter. Ry..... 40%	529 90
" " (1).....	Mahone Bay, N.S.....	C.N.R..... 40%	720 00
" " (1).....	Barrington Station, N.S.....	C.N.R..... 40%	720 00
" " (1).....	Barrington Passage Station, N.S.....	C.N.R..... 40%	720 00
" " (1).....	Brooklyn Station, N.S.....	C.N.R..... 40%	720 00
" " (1).....	Liverpool Station, N.S.....	C.N.R..... 40%	720 00
Overhead highway bridge.....	Keene Station, Ont.....	C.N.R..... 40%	16 00
Removal obstructions to view.....	Flaxcombe, Sask.....	C.N.R..... 40%	4,000 00
Bell and wigwag (2).....	Copper Cliff, Ont.....	C.P.R..... 40%	1,840 00
Highway diversion.....	Stewiacke, N.S.....	C.P.R..... 40%	15,000 00
Bell and wigwag (1).....	Mount Uniacke Station, N.S.....	C.P.R..... 40%	1,240 00
" " (1).....	Smith's Cove, N.S.....	C.P.R..... 40%	720 00
" " (1).....	Joggins' Bridge, N.S.....	C.P.R..... 40%	720 00
" " (1).....	Main St., Delhi, Ont.....	C.N.R..... 40%	1,200 00
" " (1).....	Coxheath, N.S.....	C.N.R..... 40%	650 00
" " (1).....	DeWolfe's Crossing, Windsor, N.S.....	C.P.R..... 40%	720 00
" " (1).....	Paradise, N.S.....	C.P.R..... 40%	720 00
Highway diversion.....	Third Ave., Owen Sound, Ont.....	C.P.R..... 40%	2,968 00
Bell and wigwag (1).....	Bristol, N.B.....	C.P.R..... 40%	1,360 00
" " (1).....	Martins River, N.S.....	C.N.R..... 40%	660 00
Subway.....	St. Marguerite St., Montreal, P.Q.....	C.N.R..... 40%	100,000 00
" ".....	Notre Dame St., Montreal, P.Q.....	C.N.R..... 40%	100,000 00
Bell and wigwag (1).....	George St., Sydney, N.S.....	C.N.R..... 40%	490 00
" " (1).....	Townsend St., Sydney, N.S.....	C.N.R..... 40%	484 00
" " (1).....	Twp. of McDougall, Ont.....	C.P.R..... 40%	1,280 00
" " (2).....	Havelock, Ont.....	C.P.R..... 40%	400 00
Subway.....	Sherbrooke St., Pte. aux Trembles, P.Q.....	C.N.R..... 40%	28,000 00
Bell and wigwag (1).....	Chambord, P.Q.....	C.N.R..... 40%	740 00
Bell (1) wigwag (2).....	Blenheim, Ont.....	P.M. Ry..... 40%	1,200 00
Bell and wigwag (1).....	Emdale, Ont.....	C.N.R..... 40%	800 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 357, 1938-39

Bell and wigwag (2).....	Twp. of Dumfries North, Ont.....	C.P.R..... 70%	2,625 00
" (2).....	Broadway Ave., Montreal East, P.Q.....	C.N.R..... 85%	2,635 00
Overhead highway bridge.....	Spallumcheen, B.C.....	C.N.R..... 70%	7,000 00
Establishment sight lines.....	Tillicum Road, Saanich, B.C.....	C.N.R..... 70%	2,450 00
Wigwag signal (1).....	St. Leonard's, N.B.....	C.N.R..... 100%	1,800 00
Highway diversion.....	N.E. 1/4 Sec. 27, Twp. 42, R. 20, W3M, Sask.....	C.N.R..... 70%	750 00
Wigwags (2) bell (1).....	Orlolo, Ont.....	C.N.R..... 70%	1,820 00
Reconstruction subway.....	Estevan, Sask.....	C.P.R..... 70%	2,100 00
Overhead highway crossing.....	Haig, B.C.....	C.P.R..... 10%	4,980 00
Double bells and wigwags (10).....	Strathroy, Ont.....	C.N.R..... 70%	14,700 0 0
" " (2).....	Brunette St., New Westminster, B.C.....	V.V. & E. Ry..... 70%	2,100 00
" " (2).....	Lennoxville, P.Q.....	C.N.R..... 70%	2,170 00
Establishment of sight lines.....	Souris River Road, Souris, P.E.I.....	C.N.R..... 70%	749 00
Bells and wigwags (1).....	Hubbard, N.S.....	C.N.R..... 70%	1,085 00
Grading approaches.....	Alley's Mills, P.E.I.....	C.N.R..... 70%	140 00



CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 357, 1933-39—*Concluded*

Protection	Location	Railway	Contribution
			\$ cts.
Bells and wigwags (2).....	Marie de l'Incarnation St., Quebec.....	C.P.R..... 70%	1,928 50
Bell (1) wigwags (2).....	Sec. 19, Twp. 17, Rge. 28, W4M., Alta.....	C.P.R..... 70%	2,100 00
Bell and wigwag (1).....	Bowser, N.S.....	C.N.R..... 70%	1,050 00
" " (2).....	Dalhousie Mills, P.Q.....	C.P.R..... 70%	1,800 00
" " (1).....	Arcadia, N.S.....	C.N.R..... 70%	1,155 00
Gate arms.....	Irishtown Road, Sunny Brae, N.S.....	C.N.R..... 70%	600 00
Bell and wigwag (1).....	Infield, B.C.....	C.N.R..... 70%	1,750 00
Reconstruct highway crossing.....	Germanville Road, North Bay, Ont.....	C.N.R..... 70%	185 51
Bell and wigwag (1).....	Bigwood, Ont.....	C.P.R..... 70%	1,820 00
Reconstructed subway.....	Parish St. Joseph, Co. of Richelieu, P.Q.....	C.N.R..... 50%	8,540 00
Bell and wigwag (1).....	Cowansville, P.Q.....	C.P.R..... 70%	1,750 00
Subway.....	Ste. Therese de Blainville, P.Q.....	C.P.R..... 70%	73,500 00
Reconstructed bridge.....	Westminster Ave., Montreal West, P.Q.....	C.P.R..... 50%	25,000 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 629, 1933-39

Subway.....	Eighteenth St., New Toronto, Ont.....	C.N.R..... —	75,000 00
Overhead highway bridge.....	Central Ave., Prince Albert, Sask.....	C.N.R..... 80%	92,400 00
Highway diversion.....	Sec. 27, 34, Twp. 14, Rge. 4, W.P.M.....	C.P.R..... 70%	2,095 43

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 630, 1933-39

Highway diversion.....	Third Ave., Owen Sound, Ont.....	C.P.R..... 30%	2,226 00
".....	Boston Bar, B.C.....	C.P.R..... 70%	30,625 00
Reconstruct subway.....	Shubenacadie, N.S.....	C.N.R..... 70%	26,600 00
".....	Main St., Coaticook, P.Q.....	C.N.R..... 100%	35,000 00
Overhead highway crossing.....	Central Ave., Prince Albert, Sask.....	C.N.R..... 80%	92,400 00
Subway.....	Ste. Marguerite St., Montreal, P.Q.....	C.N.R..... 60%	216,000 00
".....	Notre Dame St., Montreal, P.Q.....	C.N.R..... 60%	163,000 00
".....	D'Argenson St., Montreal, P.Q.....	C.N.R..... 100%	107,000 00
Overhead highway crossing.....	Sec. 1, Twp. 53, Rge. 27, W4M.....	C.N.R..... 70%	325,000 00
Subway.....	Ste. Anne St., St. Hyacinthe, P.Q.....	C.N.R..... 70%	161,490 00
".....	Pleasant St., Amherst, N.S.....	C.N.R..... 100%	16,000 00

## GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, HIGHWAY CROSSINGS, DIVERSIONS, OVERHEAD HIGHWAY CROSSINGS, BELLS AND WIG-WAGS, BRIDGES, GATES, AND SUBWAYS INSTALLED DURING YEAR ENDED DECEMBER 31, 1933

Provinces	Indus- trial Sidings	Highway Crossings	Highway Diver- sions	Highway Crossings Closed	Overhead Highway Crossings	Highway Under- Crossings	Gates	Bridges	Wig- Wags	Bells and Wig- Wags
British Columbia....	11	8	2	2	2	0	0	6	0	3
Alberta.....	9	10	2	4	2	0	0	6	0	0
Saskatchewan.....	6	13	2	2	1	0	0	0	0	0
Manitoba.....	1	5	0	2	0	0	1	0	0	0
Ontario.....	8	30	3	10	4	6	0	10	14	51
Quebec.....	7	31	1	14	2	7	0	9	0	8
New Brunswick.....	1	2	0	1	0	0	3	1	1	1
Nova Scotia.....	0	1	1	3	0	1	0	0	0	23
Prince Edward Island	0	1	0	0	0	0	0	0	0	0
Total.....	43	101	11	38	11	14	4	32	15	86

## RAILWAY GRADE CROSSING FUNDS

In accordance with the provisions of subsection (5) of Section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000.00 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", to be applied by the

Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years, and again in 1929. An amount of \$500,000.00 was transferred to The Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000.00 from the Unemployment and Farm Relief Fund, 1931-32; \$500,000.00 by special vote of parliament in 1934. In 1938, \$300,000.00 was placed in The Railway Grade Crossing Fund in addition to the usual \$200,000.00; \$1,000,000.00 by the Public Works Construction Act, 1935; \$1,000,000.00 by Vote 420 Special Supplementary Estimates 1936-37; Vote 357 Special Supplementary Estimates 1936-37—\$1,064,000.00 and Vote 630 Supplementary Estimates 1938-39 provided \$1,000,000.00—making a total provided to the end of the year 1938 of \$11,864,000.00. Out of these funds the sum of \$8,754,444.14 has already been paid and approximately 95% of the remainder has been committed.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40% of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.00. Under the terms of the Public Works Construction Act, 1935, Vote 420 of the Special Supplementary Estimates, 1936-37, Vote 357 of the Special Supplementary Estimates, 1937-38 and Vote 630 Supplementary Estimates 1938-39, grants could be made up to 100% of the cost of construction out of the funds provided under those Acts.

From the 1st day of April, 1909, to the 31st of December, 1938, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,893 crossings, as follows:—

By Automatic interlocking plants.....	14
Closing crossings.....	244
Crossings eliminated.....	111
Diversion and Overhead bridge.....	15
Diversion and subway.....	11
Diversion to subway.....	4
Electric bell.....	187
Electric bell and flashlight.....	2
Electric bell and wigwag.....	673
Electric bell, wigwag and gate arm.....	7
Electric flashlight.....	1
Easing curve on approach to bridge.....	1
Gates.....	122
Gates automatic.....	3
Gates electric.....	1
Gates and half interlocker.....	1
Improvement to grade on crossing approaches.....	18
Footbridge.....	1
Lengthening ringing circuit of bell.....	2
Lightning flash signals.....	12
Overhead bridges reconstructed.....	3
Overhead bridges.....	116
Open two level crossings in lieu of replacing wooden bridge.....	1
Pedestrian subways.....	4
Reflectorized crossing signs.....	2
Shelter (watchman).....	1
Removing obstructions to view and reducing grade.....	6
Removing obstructions to view.....	164
Subways.....	145
Subways reconstructed.....	8
Tunnel.....	1
Floodlights.....	2
Wigwags.....	7
Tower (watchman).....	3

There were 276 highway diversions constructed which made it possible to close 244 crossings, and eliminate traffic from 111 crossings.

During the year 1938, protection was provided at 106 crossings, as follows:—

By Closing crossing.....	9
Electric bells and wigwags and gate arm.....	2
Electric bells and wigwags.....	64
Highway diversion and overhead bridge.....	1
Overhead bridge.....	7
Pedestrian subway.....	2
Reconstruct subway.....	5
Reconstruct overhead bridge.....	1
Reflectorized crossing signs.....	2
Removing obstructions to view.....	3
Subway.....	8
Subway and diversion of street.....	2

Six highway diversions were approved during the year, which made it possible to close 9 crossings.

During the year \$1,157,172.35 was paid out of the Railway Grade Crossing Funds.

EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS—  
1909 TO DECEMBER 31, 1938

Province	Grade Crossing Fund	Per centage of Total	Municipality	Per- centage of Total	Railway	Per- centage of Total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia..	715,205 86	38.62	728,754 44	39.34	408,299 09	22.04	1,852,259 39
Alberta.....	332,957 13	29.84	384,471 94	34.45	398,546 43	35.71	1,115,975 50
Saskatchewan.....	369,604 76	25.76	752,693 77	52.47	312,291 59	21.77	1,434,590 12
Manitoba.....	300,007 80	41.45	198,784 92	27.47	224,941 76	31.08	723,734 48
Ontario.....	5,057,210 21	18.53	8,804,001 92	32.25	13,434,067 95	49.22	27,295,280 08
Quebec.....	1,146,704 08	27.27	2,290,237 05	54.46	768,201 72	18.27	4,205,232 85
New Brunswick....	233,092 34	42.47	175,744 24	32.01	140,088 48	25.52	548,925 06
Nova Scotia.....	585,910 37	43.27	537,423 37	39.69	230,745 75	17.04	1,354,079 49
Prince Edward Is- land.....	13,751 59	60.92	6,890 11	30.52	1,933 43	8.56	22,575 13
Total.....	8,754,444 14	22.70	13,879,001 76	36.00	15,919,206 20	41.30	38,552,652 10

The above figures include payments from the Railway Crossing Fund and all other Votes for highway crossing protection.



## APPENDIX "C"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1938

January 26, 1939.

P. F. BAILLARGEON, ESQ.,  
Secretary,  
Board of Transport Commissioners,  
Ottawa, Ont.

DEAR SIR,—I submit, for the Board's thirty-fourth report, the annual report of the Operating Department for the year ended December 31, 1938.

	Year 1938	Last 10-year period
<i>Accidents—</i>		
Total accident reports received from railways and investigated	1,492	22,849
Total persons killed.....	279	3,276
Total persons injured.....	1,662	24,081
<i>Fatalities—</i>		
Passengers.....	4	92
Employees.....	48	645
Trespassers and others.....	227	2,539
Total.....	279	3,276
<i>Injuries—</i>		
Passengers.....	371	3,456
Employees.....	814	14,623
Trespassers and others.....	477	6,002
Total.....	1,662	24,081
<i>Highway Crossing Accidents—</i>		
Accidents.....	242	2,741
Persons killed.....	96	1,039
Persons injured.....	300	3,657
<i>Motive Power—</i>		
Number of locomotives.....	5,155	—
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Stay Bolts, Washouts, Boilers and Appur- tenances, etc.....	60,870	652,022
<i>Inspection of Motive Power—</i>		
Locomotives inspected.....	8,249	92,990
Locomotives found defective.....	491	4,671
Defects.....	577	6,098
<i>Locomotive Boilers—</i>		
(Applications for extension of time for removal of flues)—		
Applications received from railways.....	239	1,652
Internal inspections made.....	236	1,598
Applications granted.....	233	1,593
Applications refused.....	3	29
Applications withdrawn or otherwise disposed of.....	1	58
<i>Stationary Boilers—</i>		
Number of stationary boilers.....	1,772	—
Inspection Reports.....	3,681	42,698
Inspections made.....	1,065	—
Fire protective appliance inspection reports.....	1,723	—

	Year	Last 10-year period
<i>Safety Appliance and Equipment Inspections—</i>		
Freight cars inspected.....	75,285	663,192
Freight cars found defective.....	3,486	34,201
Defects.....	3,969	38,505
Passenger coaches inspected.....	3,638	—
Passenger coaches found with defects.....	254	—
<i>Inspection of Freight Cars for Correct Tare Weight—</i>		
Number of cars inspected.....	25,427	—
Number of cars found overdue for weighing for tare.....	581	—

#### ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 1,492, involving 1,941 casualties, of which number 279 persons were killed and 1,662 were injured. This is a reduction from the previous year of 646 accidents, 61 killed and 687 injured. Major train accidents (derailments and collisions) on all railways in Canada dropped from 49 in 1937 to 32 in 1938, showing a reduction of 17 accidents of this class compared with the previous year.

Out of a total of 1,492 accidents, involving 1,941 casualties, there were 119 trespassers killed and 151 injured. Reference is made to Statement No. 10 showing by railways and provinces the number of trespassers killed and injured. For the year 1937 there were 122 trespassers killed and 159 injured, this being a decrease of 3 killed and 8 injured.

Highway crossing accidents for the year numbered 242, resulting in 96 persons killed and 300 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1937.....	286	114	411
1938.....	242	96	300
Decrease.....	44	18	111

Of these 242 accidents, 219 involved motor vehicles resulting in 86 deaths and injured 284. The remainder of the accidents, 23, involved horse-drawn vehicles, pedestrians, etc., and resulted in 10 deaths and injuries to 16 persons.

Of the 242 accidents at highway crossings, 150 occurred during the daytime and 92 at night.

Accidents to the number of 63 were caused by auto vehicles running into the sides of trains at crossings, resulting in 13 persons being killed and 91 injured. Twenty-two of this class of accident occurred during the daytime and 41 at night.

Particulars of highway crossing accidents, protection provided, etc., are shown in Statements Nos. 12 to 20, inclusive. Perusal of Statement No. 19 is suggested for general purposes in connection with the crossing accident situation of the past year.

In an effort to reduce the number of highway crossing accidents, the Board issued General Order No. 578, effective October 15, 1938, changing the statutory warning signal to be sounded by locomotives when approaching public crossing. The change consisted of lengthening the last blast of the whistle in order to amplify the warning to the public using the crossing. Since the date when the Order became effective (October 15, 1938) until the end of the year, there was a reduction of 23 accidents over the same period of the previous year. It is gratifying to note that in 1938 there were less crossing accidents and casualties than in any year since 1934.

#### INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made

to detailed statements Nos. 21 and 22. In connection with cars overdue for weighing for tare it was found that out of 25,427 cars so inspected, 581 were found to be overdue. Attention of the railway was drawn to such cases and cars were worked to a scaling point, weighed and restencilled.

#### INSPECTION OF MOTIVE POWER

This division of the work is carried on under Sections Nos. 200, 201, 298, and 299 of the Railway Act, and the Board's General Orders Nos. 12, 31, 66, 102, 131, 289, 293, 385, 402, 404, 412, 415, 424, 434, 436, 463, 473, 480, 486, 510, 516, 522, 524, 531, 534, 538, 548 and 576. For details, see Statement No. 23.

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labor, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our inspections is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

#### LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 236 internal examinations of locomotives. Two hundred and twenty-seven applications were granted the full period of time requested.

Upon examination, it was found that 6 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. In 3 cases the conditions were such that the extensions could not be properly granted, and were refused. One application was withdrawn, the others are pending.

Under General Order No. 473, Locomotive Boiler Inspection Order, 60,870 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,155 locomotives.

#### INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 1,065 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified. In addition, there were received 1,723 reports of monthly inspection of fire protective appliances on stationary boilers under General Order No. 548.

#### STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 3,681 report forms of semi-annual and annual inspections were filed during the year, covering 1,766 stationary boilers. The checking and recording of the above-mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith naturally creates an extensive line of work.

During the year 1938, General Order No. 576 issued, providing regulations for the inspection and testing of air reservoirs other than on locomotives. Attention is being given to the matter of regulating the system of filing reports and specifications received from railway companies and the inspections made by our Mechanical Inspectors.

#### INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.



INFLAMMABLE LIQUIDS: HANDLING AND STORAGE ON OR ADJACENT  
TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514, and 530 and Circular No. 241, there were 216 applications made to the Board for approval of location of above installations and changes, which were investigated and disposed of as follows:—

Total applications received.....	216
How Dealt With:	
In abeyance.....	8
Abandonments.....	12
Outside scope of Order.....	2
Cancelled.....	1
Applications for amending Orders.....	2
Approved and Orders issued.....	191

Of the 191 applications approved, 5 covered refineries, 7 marine terminals, 4 pipe lines only, 1 warehouse only, and 174 bulk storage and distributing plants covering the installation of some 801 storage tanks having a total capacity of approximately 18,474,951 gallons.

Particulars of installations are as follows:

Number of Companies Making Installations	Number of Installations Made During 1938	Number of Tanks Installed During 1938	Total Capacity In Gallons
30	191	801	18,474,941

Draft of proposed new regulations is undergoing some further revision and it is expected the new requirements will issue at an early date.

COMPRESSED GASES

*Committee on Cylinders for Compressed Gases*

Due to a number of cylinders employed in the transportation of compressed gases having failed during the past few years, in some cases causing loss of life and considerable damage to property and in order to ensure safety in the handling and storage of compressed gas cylinders, the Board has instituted an investigation of cylinders now in service, manufactured and shipped under existing specifications and regulations with a view to obtaining data preparatory to re-drafting said specifications and regulations. To this end, the Board made application to the National Research Council requesting the Council to conduct investigations, tests and carry out research work in regard to cylinders used for the storage and transportation of compressed gases. Following a conference of the officers concerned, a Committee was appointed to investigate the whole problem of safety measures in respect to transport of compressed gases in cylinders and considerable progress has been made in connection with this matter.

LIQUEFIED PETROLEUM GASES: HANDLING AND STORAGE ON OR  
ADJACENT TO RAILWAY PROPERTY

In the previous report for the year 1937 this matter was dealt with quite fully and therefore it is not considered necessary to again go into details regarding composite of these gases.

During the year three installations were made for the handling of this commodity, and one of the major railways is now carrying out tests to determine the possibility of extending the use of this class of gas for use on trains. Permission to carry on such tests on an experimental basis has been granted and the results are being carefully checked.

REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER  
DANGEROUS ARTICLES BY FREIGHT: AND SPECIFICATIONS  
FOR SHIPPING CONTAINERS

During the year 1938 there was a total of 95 accidents incidental to the transportation by freight of Explosives and Other Dangerous Articles, four persons being injured, while the property loss amounted to \$45,648. In the following summaries "A" and "B" will be found details of the accidents so reported.

SUMMARY OF REPORTED ACCIDENTS, CAUSING FIRES, PERSONAL INJURIES, OR  
PROPERTY LOSS OCCURRING IN THE TRANSPORTATION BY FREIGHT OF  
SPECIFIC ARTICLES NAMED DURING THE YEAR 1938 ON RAILWAY LINES IN  
CANADA

Article	Number of Accidents	Persons Killed	Persons Injured	Property Loss	Per cent of Total Property Loss
				\$ cts.	
Acid, hydrochloric.....	6			25 00	0 06
“ nitrating (semi-mixed).....	1				
“ nitric.....	1			11 00	0-02
“ sulphuric.....	7			62 00	0-14
“ (not otherwise specified).....	2				
Alcohol.....	3			2 00	
Butyl Acetate.....	1				
Caustic soda, liquid.....	2			950 00	2-08
Cement.....	1			3 00	0-01
Charcoal, lump, bulk.....	1		2	20 00	0-04
Collodion.....	1			1 00	
Distillate.....	9			19 00	0-04
Gas, compressed, acetylene.....	1			1 00	
Gas, compressed, liquefied, carbon di- oxide.....	3			34 00	0-07
Blasting caps.....	2				
Gas, compressed, oxygen.....	2			5 00	0-02
Gasoline.....	35			4,213 00	9-23
Inflammable liquid (brake fluid).....	1				
Matches, strike anywhere.....	3		2	40,233 00	88-14
Naptha.....	5			4 00	0-01
Oil, crude.....	6			10 00	0-02
Small arms ammunition.....	1				
Zirconium-Titanium.....	1			55 00	0-12
Totals, 1938.....	95		4	45,648 00	100-00

SUMMARY OF ACCIDENTS FOR YEAR 1938 ON RAILWAY LINES IN CANADA CAUSING  
FIRES, PERSONAL INJURIES OR PROPERTY LOSS, OCCURRING IN THE TRANS-  
PORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Class	Number of Accidents	Persons Killed	Persons Injured	Property Loss	Per cent of Total Property Loss
				\$ cts.	
Explosives.....	3				
Inflammable liquids.....	61			4,252 00	9-31
Inflammable solids and oxidizing ma- terials.....	5		4	40,308 00	88-30
Acids and corrosive liquids.....	20			1,048 00	2-30
Compressed gases.....	6			40 00	0-09
Poisonous liquids and solids.....					
Forbidden articles.....					
Totals, 1938.....	95		4	45,648 00	100-00

## RAILWAY FIRE PREVENTION

In the case of fires due to unknown origin there have been increases in the number of fires, acreage burnt and monetary losses. Two of these fires of unknown origin occurred in Northern Alberta and one in the Coquihalla District of Southern British Columbia.

## FIRE HAZARD AND WEATHER CONDITIONS

The climatic conditions prevailing in the Provinces of Nova Scotia, New Brunswick, Quebec and that portion of the Province of Ontario lying east of Lake Nipigon were generally favorable to fire protection. Serious drought conditions developed during September, throughout October and until November 10 in that portion of the Province of Ontario lying west of Lake Nipigon to the Manitoba Boundary. In the Fort Frances District when three or four hundred settlers were clearing land in organized townships outside the jurisdiction of the Provincial Forest Protection Service, the clearing fires got completely out of control, developing into a major conflagration. These fires were responsible for the burning over of a very considerable area, resulting in the loss of seventeen lives and causing injury to eighteen persons. Farm and settlers' dwellings and contents, school and store buildings valued at some \$30,000 were, destroyed, together with considerable loss of standing timber and cut pulpwood. At various points these fires spread into the property of the Canadian National Railways, doing damage to railway property. The Railway Company rendered valuable assistance in removing settlers to points of safety, assisted in the extinguishment of fires and in the re-establishment of the settlers.

In the Province of Manitoba during the month of May a drought condition existed in the western districts; on June 15 conditions became serious in the Flin Flon, Sherridon and The Pas areas. This situation was relieved by heavy rains in the early part of July. July and August conditions were normal becoming hazardous in the Southern Districts the latter part of August, followed by a very hazardous condition confined chiefly to the Southeastern portion of the Province and the areas lying between lakes Winnipeg and Manitoba. Practically no rain fell in these districts during September and the early part of October while temperatures were considerably above normal. The situation was generally relieved by rain on October 18.

Weather conditions in the Province of Saskatchewan, throughout the season were normal in so far as precipitation is concerned. The Western portion of the forested area was considerably drier than in the Eastern districts but cool nights with considerable dew and absence of high winds were compensating factors.

In that portion of the Province of Alberta lying north and northwest of Edmonton an exceptionally dry season was experienced. In this region fires were present from late April up until the 1st of November, as a result of the extremely dry year of 1937, followed by the exceptional conditions of 1938. Hundreds of ground fires existed up to December and will probably smoulder throughout the winter. Muskegs, swamps and sloughs which in ordinary years are a barrier to the spread of fires provided an additional hazard on account of, in many cases, being completely dry. The situation in the McMurray, Grande Prairie, Peace River, Athabasca and the western portion of the Lesser Slave Districts were at times extremely critical and the situation was not relieved until November 1 by a snowstorm. Settlers and Spring Trappers' fires were two of the most prevalent sources of difficulty.

In the Province of British Columbia the fire season of 1938 in point of fire occurrence, cost and damage, other than by railway caused fires, has been one of the worst years on record, being exceeded only by the years 1931, 1925 and 1922. This is accounted for by the prolonged drought conditions which prevailed throughout the Province. From May until October the general precipitation



averaged fifty per cent of normal, while the temperature was four degrees above normal for the Province as a whole. Despite the severity of the season, the number of fires caused by railway operation was fifty per cent below the last ten years' average.

#### ORGANIZATION

Under the co-operative arrangements inaugurated in 1912, with the various Dominion and Provincial Forest Services, 202 officers and men of such services were under appointment as *ex-officio* officers of the Board, distributed as follows:—

Nova Scotia, Department of Lands and Forests.....	21
New Brunswick, Department of Lands and Mines, Forest Service.....	11
Quebec, Department of Lands and Forests, Forest Protection Service.....	33
Ontario, Department of Lands and Forests, Forestry Branch.....	59
Manitoba, Department of Mines and Natural Resources, Forest Service.....	5
Saskatchewan, Department of Natural Resources, Office of Director of Forests.....	5
Alberta, Department of Lands and Mines, Office of the Director of Forestry.....	14
British Columbia, Department of Lands, Forest Branch.....	50
Dominion of Canada, Department of Mines and Resources, National Parks Bureau	3
Yukon Territory, Royal Canadian Mounted Police.....	1

Of the above, 9 officers were given appointments as inspectors of fire protective appliances on locomotives, distributed as follows:—

Nova Scotia, Department of Lands and Forests.....	1
New Brunswick, Department of Lands and Mines, Forest Service.....	2
Quebec, Department of Lands and Forests, Forest Protection Service.....	3
British Columbia, Department of Lands and Forests, Forest Branch.....	3

During the fire season of 1938 these officers inspected the fire protective appliances on 1,517 locomotives. In addition, fire protective appliances were inspected on 4,501 locomotives by the Board's permanent staff, making a combined total of 6,018 locomotives inspected in connection with railway fire prevention.

#### INSPECTIONS MADE BY PROVINCIAL INSPECTORS

Number of locomotive fire protective appliances inspected.....	1,517
Number of locomotive fire protective appliances defective.....	17
Percentage defective.....	1.12%

#### INSPECTIONS MADE BY BOARD'S INSPECTORS

Number of locomotive fire protective appliances inspected.....	4,501
Number of locomotive fire protective appliances defective.....	44
Percentage defective.....	0.98%

#### RAILWAY FIRE PATROLS

Statistics as to railway forested mileage upon which patrols are prescribed follow:—

Total miles of railway classified as being in forested territory for fire protection purposes.....	13,908
Special section patrols prescribed on.....	6,025
Special velocipede patrols prescribed on.....	163
Special power speeder patrols prescribed on.....	1,272
Total miles on which special patrol prescribed.....	7,460
Total special patrolmen (estimated).....	991
Average number of miles of track per patrolman.....	7.53
Total miles in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees.....	6,448

#### FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,908 miles are classified as traversing forested territory. During the fire season of 1938, railways are reported as having caused 164 fires in such territory. These fires burned over a total of 2,986 acres, with forest and other property loss valued at \$4,786. Of this area, 612 acres were young forest growth, 1,364 acres mer-

merchantable timber and 214 acres slashing or old burn not restocking, while 796 acres were non-forest land. The area of forest land burned over was thus 2,190 acres, or 73.34 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$1,665.00, or 34.79 per cent of the total damage; forest products valued at \$378.00, or 7.90 per cent, and improved property in some form, valued at \$2,743.00, or 57.31 per cent of the total, were also destroyed. Of the 164 fires attributed to the railways, 39.63 per cent were incipient, 47.56 per cent covered between one-fourth acre and ten acres each, while 12.81 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 54 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements Nos 24, 25, 26, and 27, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ashpens of locomotives, or other portable boilers.

The employee fires were mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 75 per cent of the total number of railway fires and these burned 44.14 per cent of the total area, causing 82.24 per cent of the estimated total loss in money value of forest and other property destroyed by railway fires. Employee fires account for 25 per cent of the number, 55.86 per cent of the area, and 17.76 per cent of the money value of damage done.

One hundred and thirty-four fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 85 are charged to campers and travellers, 27 to settlers and 22 to other known causes, 57 were incipient; 56 burned one-fourth acre to ten acres each and 21 burned more than ten acres each. These fires burned over 84 acres of young forest growth, 70 acres of merchantable timber, 275 acres of slash or old burn not restocking, and 902 acres of non-forest lands, with total damage to forest and other property estimated at \$1,021.00.

Fires of unknown origin originating within 300 feet of track totalled 64, burning over 36,160 acres, with forest and other property loss valued at \$84,318.00. Of this, the forest valuation accounts for \$68,817.00.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes, total 362, burning an area of 40,477 acres of forest and non-forest land, with total estimated damage of \$90,125.00.

Forest valuations given above are based upon stumpage values.

#### RIGHT OF WAY CLEARING

The requirements of Sections 280 and 281 of the Railway Act and of Regulation 27 of General Order No. 548, relative to the maintaining of rights of way free from accumulations of inflammable debris were carried out in a satisfactory manner. In some districts special work of this nature was undertaken when necessary which provided a reasonable amount of work for the unemployed. Some of the work started in 1938 is in abeyance until next spring when it is expected that the work remaining to be done will be completed.

#### FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements 5,518.4 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

## FIREGUARDS, 1938

Railway	Mileage both sides of track to be accounted for, exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,555.8	3,402.0	95.7
Canadian National Railways.....	3,144.6	2,098.8	66.6
Northern Alberta Railways.....	21.7	17.6	81.1
	6,722.1	5,518.4	82.09

For convenience, all detailed statements are indexed as follows:—

Statement Number One: Number of passengers, employees and other killed and injured on railways.

Statement Number Two: Comparative statement of killed and injured on railways for years 1937 and 1938.

Statement Number Three: Passengers, employees and others killed and injured, showing nature of accidents.

Statement Number Four: Character of accidents and number killed and injured on railways.

Statement Number Five: Comparative statement of classes of accidents for years 1937 and 1938.

Statement Number Six: Comparative totals by railways of killed and injured for years 1937 and 1938.

Statement Number Seven: Collisions involving personal injury.

Statement Number Eight: Derailments involving personal injury.

Statement Number Nine: Comparative number of killed and injured on railways for ten years ended December 31, 1938.

Statement Number Ten: Number of Trespassers killed and injured.

Statement Number Eleven: Showing more prominent accidents on railways for five-year period.

Statement Number Twelve: Protection provided at highway crossings during 1938.

Statement Number Thirteen: Nature of highway crossing protection completed in each province during 1938.

Statement Number Fourteen: Number of highway crossing accidents, killed and injured, in each Province during 1938.

Statement Number Fifteen: Comparative statement for eight years of crossing accidents, with particulars of protection or non-protection in effect.

Statement Number Sixteen: Summary of highway crossing accidents for eight-year period ended December 31, 1938.



Statement Number Seventeen: Crossing accidents separating motor vehicles and others, eight-year period.

Statement Number Eighteen: Locations of highway crossing accidents.

Statement Number Nineteen: Contributory factors in highway crossing accidents.

Statement Number Twenty: Graphic chart showing accidents, killed and injured, at highway crossings, eight-year period.

Statement Number Twenty-one: Particulars of freight equipment inspected.

Statement Number Twenty-two: Defective safety appliances on freight cars.

Statement Number Twenty-three: Particulars of locomotives inspected.

Statement Number Twenty-four: Summary of fires in forest sections within 300 feet of railway.

Statement Number Twenty-five: Summary of fires of railway origin in forest sections.

Statement Number Twenty-six: Summary by provinces of fires reported.

In order to accomplish the work of the Operating Department briefly outlined in the foregoing, it has necessitated the travelling of 356,024 miles.

Respectfully submitted,

C. C. STIBBARD,

*Chief Operating Officer.*

## STATEMENT No. 1.—Passengers, employees and others killed and injured on railways under the Board's jurisdiction for year ended December 31, 1938

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	2	161	25	366	107	238	654	134	765
Canadian Pacific.....	2	180	19	400	104	190	754	125	770
Algoma Central and Hud- son Bay.....					2	1	3	2	1
British Columbia Electric.....		1				3	3		4
Dominion Atlantic.....					1	1	2	1	1
Esquimalt and Nanaimo.....		1		1	1	7	7	1	9
Grand River.....						4	2		4
Great Northern.....		1		1	1		3	1	2
Lake Erie and Northern.....				2	2		2		2
Michigan Central.....		7	1	17	4	6	14	5	30
Montreal and Southern Counties.....					1	2	2	1	2
Napierville Junction.....				4			4		4
New York Central.....		1		2		1	4		4
Niagara, St. Catharines and Toronto.....		18	1		2	6	6	3	24
Ottawa Electric.....					1	2	2	1	2
Pere Marquette.....				11	1	5	11	1	16
Quebec Central.....				2		1	2		3
Quebec Railway, Light and Power Company.....					1		1	1	
Sydney and Louisburg.....			1	2	1	1	4	2	3
Temiscouata.....		1		1		1	3		3
Toronto, Hamilton and Buffalo.....				5		8	8		13
White Pass and Yukon.....			1				1	1	
	4	371	48	814	227	477	1,492	279	1,662

## STATEMENT No. 2.—Comparative statement of killed and injured for years ended December 31, 1937, and December 31, 1938

	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1938.....	4	371	48	814	227	477	1,492	279	1,662
1937.....	7	412	67	1,281	266	656	2,138	340	2,349
Decrease.....	3	41	19	467	39	179	646	61	687

## STATEMENT No. 3.—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1938

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....		64	6	40	3	5	18	9	109
Collision head-on.....		1		4			4		5
Collision rear-end.....		18	1	4			4	1	22
Collision in yard.....		23	1	10			6	1	33
Collision with cars account open switch.....		6		2			1		8
Equipment struck in yard during switching move- ment.....				16			7		16
Sideswipe.....		11	1				3	1	11
Public highway crossing protected by gates.....					2	6	8	2	6
Lightning flash signal.....						1	1		1
Public highway crossing protected by bell.....					2	6	5	2	6
Public highway crossing protected by bell and wigwag.....				2	9	23	23	9	25
Public highway crossing protected by watchman unprotected.....					1	4	3	1	4
Public highway crossing unprotected.....				34	82	224	202	82	258
Private crossing.....			2	1	4	13	13	6	14
Trespassing.....					119	151	268	119	151
Working on or about en- gine.....				62			57		62
Miscellaneous.....		18	2	81	3	21	116	5	120
Adjusting couplers, coup- ling and uncoupling.....			7	26			33	7	26
Run down by engine or car between stations.....			1		1		2	2	
Accidents caused by hand car, motor or velocipede Hand car, motor car, velo- cipede struck by train.....		2	3	66		5	48	3	73
Crawling between cars, over couplers.....			4	14	1	1	19	5	15
Passing between cars, be- tween couplers.....				1			1	1	
Struck by engine or cars on adjoining track.....				10			9		10
Struck by switch stand, water spout, mail crane or other projection.....				11			11		11
Crushed between cars and buildings, lumber piles Getting on and off passen- ger train.....				6			6		6
Injured when taking coal or water.....	1	56				4	61	1	60
Rock slides, or other ob- structions on track.....				15			15		15
Rough coupling.....		5		8			4		13
Riding on pilot or foot- board of engine.....		4		24			24		28
Obstructions, overhead and on ground.....			1	14			15	1	14
Falling off top of car.....				8			8		8
Falling between cars.....			3	18			21	3	18
Application and handling of air brakes, stopping trains and adjusting slack.....			1	4			5	1	4
Employees getting off train in motion.....		39		62		1	53		102
Employees boarding train in motion.....			2	41			42	2	41
Slipped on ice.....				35			35		35
Doors closing and other minor accidents in bag- gage cars and coaches.....		1		26			27		27
		108		33		4	141		145



STATEMENT No. 3.—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1938—*Concluded*

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Run down by engine or cars at stations or in yards.....		1	10	19		2	32	10	22
Falling off side and end ladders of cars.....				33			33		33
While working hand brakes.....				35			35		35
Asphyxiated.....				1			1		1
Handling freight and baggage.....				15			15		15
Loading and unloading O.C.S. material.....				9			9		9
Staking or poling cars.....				1			1		1
Work train equipment, coal chutes and water tanks.....			2	12		2	14	2	14
Cars moved while being loaded or unloaded.....						2	2		2
Coupling and uncoupling hose.....				7			7		7
Turning angle cock.....				2			2		2
Coach window falling.....		2				1	3		3
Loads shifting in transit or switching.....				1			1		1
Falling or jumping off passenger train between stations.....	3	12		1			16	3	13
Cars running away; not under control.....						1	1		1
	4	371	48	814	227	477	1,492	279	1,662

STATEMENT No. 4.—Character of accidents and number of persons killed and injured on railways for year ended December 31, 1938

	C.N.R.			C.P.R.			A.C. & H.B.			B.C.E.			D.A.R.			E. & N.			G.R.R.			L.E. & N.		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Derailment	11	4	49	6	5	47																		
Collision head-on	3	3	4										1											
Collision rear-end	2	1	3	1																				
Collision in yard	4	31	2	1	2																			
Collision with cars account open switch																								
Equipment struck in yard during switching																								
Stageslip	3	9	4	7																				
Public highway crossing protected by gates	5	1	11																					
Lightning flash signal	2	3	2	2																				
Public highway crossing protected by bell	3	2	2	1	1											1	3							
Public highway crossing protected by bell and wigwag	9	4	11	7	2	6							1											
Public highway crossing protected by watchman	3	1	4																					
Public highway crossing unprotected	102	40	131	77	36	97							2	1	1	2	3	2	4				1	1
Private crossing	7	4	9	5	2	3																		
Trespassing	120	50	71	133	62	73										2	1	1						
Working on or about engine	24	28	31	62	31	31																		
Miscellaneous	41	1	45	68	4	68																		
Adjusting couplers, coupling and uncoupling	16	5	11	15		15																		
Run down by engine or car between stations	1	1		1		1																		
Accidents caused by hand car, motor or velocipede	23	2	34	22	1	30																		
Hand car, motor car, velocipede, struck by train	14	2	13	4	2																			
Crawling between cars, over couplers				1		1																		
Passing between cars, between couplers				1		1																		
Struck by engine or cars on adjoining track				1	1																			
Struck by switch stand, water spout, mail crane or other projection	5		5	4		5																		
Crushed between cars and buildings, lumber piles	6		6	5		5																		
Getting on and off passenger train	3		3	3		3																		
Injured when taking coal or water	24	1	24	36		36																		
Rock slides, or other obstructions on track	5		5	10		10																		
Rough coupling	3	11	1	1		2																		
Riding on pilot or footboard of engine	7		8	15		18																		
Obstructions, overhead and on ground	6		6	9	1	8																		
Falling off top of car	5		5	3		3																		
Falling between cars	11	2	9	10	1	9																		
Application and handling of air brakes, stopping of trains and adjusting slack	2		2	3	1	2																		
Employees getting off train in motion	27		59	25		35																		
Employees boarding train in motion	25	2	23	18		18																		
Slipped on ice	13		13	17		17																		
	11		11	16		16																		









STATEMENT No. 4.—Character of accidents and number of persons killed and injured on railways for year ended December 31, 1938.—*Concluded*

	S. & L.			Temiscouata			T.H. & B.			W.P. & Y.			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acci- dents	Killed	Injured
Derailment.....													18	9	109
Collision head-on.....													4		5
Collision rear-end.....													4	1	22
Collision in yard.....													6	1	33
Collision with cars account open switch.....													1		8
Equipment struck in yard during switching movement.....													7		16
Sideswipe.....													3	1	11
Public highway crossing protected by gates.....													8	2	6
Lightning flash signal.....													1		1
Public highway crossing protected by bell.....													5	2	6
Public highway crossing protected by bell and wigwag.....							2		3				23	9	25
Public highway crossing protected by watchman.....													3	1	4
Public highway crossing unprotected.....							3		7				202	82	258
Private crossing.....													13	6	14
Trespassing.....	2	1	1	1		1							268	119	151
Working on or about engine.....	1		2										57		62
Miscellaneous.....													116	5	120
Adjusting couplers, coupling and uncoupling.....	1	1											33	7	26
Run down by engine or car between stations.....													2	2	.....
Accidents caused by hand car, motor or velocipede.....				1		1							48	3	73
Hand car, motor car, velocipede struck by train.....										1	1		19	5	15
Crawling between cars, over couplers.....													1		1
Passing between cars, between couplers.....													1	1	.....
Struck by engine or cars on adjoining track.....													9		10
Struck by switch stand, water spout, mail crane or other projection.....													11		11
Crushed between cars and buildings, lumber piles.....													6		6
Getting on and off passenger train.....													61	1	60
Injured when taking coal or water.....													15		15
Rock slides or other obstructions on track.....													4		13
Rough coupling.....													24		28
Riding on pilot or footboard of engine.....													15	1	14
Obstructions, overhead and on ground.....													8		8
Falling off top of car.....													21	3	18
Falling between cars.....													5	1	4
Application and handling of air brakes, stopping of trains and adjusting slack.....													53		102
Employees getting off train in motion.....													42	2	41
Employees boarding train in motion.....							2		2				35		35
Slipped on ice.....													27		27
Doors closing and other minor accidents in baggage cars and coaches.....				1		1							141		145
Run down by engine or cars at stations or in yards.....							1		1				32	10	22
Falling off side and end ladders of cars.....													33		33
While working hand brakes.....													35		35
Asphyxiated.....													1		1
Handling freight and baggage.....													15		15
Loading and unloading O.C.S. material.....													9		9
Staking or poling cars.....													1		1
Work train equipment, coal chutes, and water tanks.....													14	2	14
Cars moved while being loaded or unloaded.....													2		2
Coupling and uncoupling hose.....													7		7
Turning angle cock.....													2		2
Coach window falling.....													3		3
Loads shifting in transit or switching.....													1		1
Falling or jumping off passenger train between stations.....													16	3	13
Cars running away; not under control.....													1		1
	4	2	3	3		3	8		13	1	1		1,492	279	1,662



STATEMENT No. 5.—Comparative statement in totals of killed and injured, by class of accident, for years ended December 31, 1937, and December 31, 1938

	1937			1938			Increase			Decrease		
	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured
Derailment.....	31	18	117	18	9	109				13	9	8
Collision head-on.....	4	7	41	4		5					7	36
Collision rear-end.....	5	3	26	4	1	22				1	2	4
Collision in yard.....	8	1	21	6	1	33			12	2		
Collision with cars account open switch.....				1		8	1		8			
Equipment struck in yard during switch- ing or transfer movement.....	1		2	3	1	16	7	1	16			
Sideswipe.....	1					11	2		9			
Public highway crossing protected by gates.....	6	1	12	8	2	6	2	1				6
Lighting flash signal.....	1	1	3	1		1					1	2
Public highway crossing protected by bell	12	8	21	5	2	6				7	6	15
Public highway crossing protected by bell and wigwag.....	27	11	38	23	9	25				4	2	13
Public highway crossing protected by watchman.....	5	1	10	3	1	4				2		6
Public highway crossing unprotected.....	235	92	327	202	82	258				33	10	69
Private crossing.....	20	6	22	13	6	14				7		8
Trespassing.....	276	122	159	268	119	151				8	3	8
Working on or about engine.....	85		88	57		62				28		26
Miscellaneous.....	184	7	197	116	5	120				68	2	77
Adjusting couplers, coupling and un- coupling.....	59	3	56	33	7	26		4		26		30
Run down by engine or car between stations.....	5	4	2	2	2					3	2	2
Accidents caused by hand car, motor car or velocipede.....	78	2	115	48	3	73		1		30		42
Hand car, motor car, velocipede struck by train.....	24	10	29	19	5	15				5	5	14
Crawling between cars, over couplers.....	6		6	1		1				5		5
Passing between cars, between couplers.....				1	1		1	1				
Struck by engine or cars on adjoining track.....	12		13	9		10				3		3
Struck by switch stand, water spout, mail crane, or other projection.....	22	2	20	11		11				11	2	9
Crushed between cars and buildings, lumber piles.....	7		7	6		6				1		1
Explosion of locomotive boiler.....	1	3								1	3	
Getting on or off passenger train.....	102	5	98	61	1	60				41	4	38
Injured when taking coal or water.....	7		7	15		15	8		11			
Rock slides, or other obstructions on track	2	2	2	4		13	2				2	
Rough coupling.....	43		46	24		28				19		18
Riding on pilot or footboard of engine.....	22		22	15	1	14		1		7		8
Obstructions, overhead and on ground.....	14		14	8		8				6		6
Repairing cars on repair track when moved.....	1		1							1		1
Falling off top of car.....	16	1	15	21	3	18	5	2	3			
Falling between cars.....	5	1	4	5	1	4						
Application and handling of air brakes, stopping of trains and adjusting slack.....	94		105	53		102				41		3
Employees getting off train in motion.....	102	2	100	42	2	41				60		59
Employees boarding train in motion.....	74	2	72	35		35				39	2	37
Slipped on ice.....	40		40	27		27				13		13
Doors closing and other minor accidents in baggage cars and coaches.....	240		242	141		145				99		97
Run down by engine or cars at stations or in yards.....	44	14	31	32	10	22				12	4	9
Passing too close around end of string of cars.....	2	1	1							2	1	1
Caught by engine or car while throwing switch.....	2		2							2		2
Falling off side and end ladders of cars.....	32		32	33		33	1		1			
While working hand brakes.....	47		47	35		35				12		12
Asphyxiated.....				1		1	1		1			
Handling freight and baggage.....	24		24	15		15				9		9
Loading and unloading O.C.S. material.....	33		33	9		9				24		24
Staking or piling cars.....				1		1	1		1			
Work train equipment, coal chutes and water tanks.....	30	4	27	14	2	14				16	2	13
Cars moved while being loaded or un- loaded.....	7	1	8	2		2				5	1	6
Coupling and uncoupling hose.....	11	1	10	7		7				4	1	3
Turning angle cock.....	8		8	2		2				6		6
Coach window falling.....	14		14	3		3				11		11
Loads shifting in transit or switching.....	6	1	5	1		1				5	1	4
Defective bridges.....	2	3	7							2	3	7
Falling or jumping off passenger train between stations.....				16	3	13	16	3	13			
Cars running away; not under control.....				1		1	1		1			
	2,138	340	2,349	1,492	279	1,662	48	14	84	694	75	771

	Accidents	Killed	Injured
1937.....	2,138	340	2,349
1938.....	1,492	279	1,662
Decrease.....	646	61	687

## STATEMENT No. 6. —Comparative statement in totals of killed and injured for years ended December 31, 1937 and December 31, 1938

Railway	1937		1938		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	181	1,514	134	765	.....	.....	47	749
Canadian Pacific.....	134	696	125	770	.....	74	9	.....
Algoma Central and Hudson Bay.....	.....	2	2	1	2	.....	.....	1
British Columbia Electric.....	1	8	.....	4	.....	.....	1	4
Dominion Atlantic.....	3	10	1	1	.....	.....	2	9
Esquimalt and Nanaimo.....	.....	2	1	9	1	7	.....	.....
Grand River.....	2	10	.....	4	.....	.....	2	6
Essex Terminal.....	.....	1	.....	.....	.....	.....	.....	1
Great Northern.....	.....	8	1	2	1	.....	.....	6
Hull Electric.....	1	1	.....	.....	.....	.....	1	1
Lake Erie and Northern.....	2	2	.....	2	.....	.....	2	.....
London and Port Stanley.....	1	7	.....	.....	.....	.....	1	7
Michigan Central.....	2	12	5	30	3	18	.....	.....
Montreal and Southern Counties.....	.....	7	1	2	1	.....	.....	5
Napierville Junction.....	.....	1	.....	4	.....	3	.....	.....
New York Central.....	1	5	.....	4	.....	.....	1	.....
Niagara, St. Catharines and Toronto.....	3	27	3	24	.....	.....	.....	3
Nipissing Central.....	.....	5	.....	.....	.....	.....	.....	5
Northern Alberta.....	3	1	.....	.....	.....	.....	3	1
Ottawa Electric.....	.....	.....	1	2	1	2	.....	.....
Pere Marquette.....	.....	5	1	16	1	11	.....	.....
Quebec Central.....	2	4	.....	3	.....	.....	2	1
Quebec Railway, Light and Power Company.....	.....	.....	1	.....	1	.....	.....	.....
Sydney and Louisburg.....	2	9	2	3	.....	.....	.....	6
Temiscouata.....	.....	2	.....	3	.....	1	.....	.....
Toronto, Hamilton and Buffalo.....	2	10	.....	13	.....	3	2	.....
White Pass and Yukon.....	.....	.....	1	.....	1	.....	.....	.....
	340	2,349	279	1,662	12	119	73	806

	Accidents	Killed	Injured
1937.....	2,138	340	2,349
1938.....	1,492	279	1,662
Decrease.....	646	61	687

## STATEMENT No. 7.—Collisions involving personal injury during the year ended December 31, 1938

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
31742	Jan. 17	C.N.R.	Harbour au Bouche.....	N.S.	.....	2	Collision head-on.
31736	Jan. 26	C.N.R.	Flin Flon Sd., Mileage 86.....	Man.	.....	1	Collision in yard.
31857	Mar. 6	C.N.R.	St. John.....	N.B.	.....	9	Collision in yard.
32175	June 25	C.N.R.	Tillsonburg Junction, 300 feet west.....	Ont.	.....	3	Collision in yard.
32197	June 25	C.N.R.	Garneau.....	Que.	.....	8	Collision with cars account open switch.
32328	Aug. 7	C.N.R.	Winnipeg, west of depot.....	Man.	.....	18	Collision in yard.
32588	Sept. 29	C.N.R.	Unity Sd., 13 poles west of Mileage 74.....	Sask.	1	2	Collision rear-end.
32391	Sept. 2	C.N.R.	Alderdale Sd., Mileage 107.....	Ont.	.....	1	Collision head-on.
32612	Nov. 4	C.N.R.	Harris, east of east switch.....	Sask.	.....	1	Collision rear-end.
32664	Nov. 6	C.N.R.	Amesdale, $\frac{1}{2}$ mile east.....	Ont.	.....	1	Collision head-on.
31679	Jan. 7	C.P.R.	Montreal, Outremont yard.....	Que.	.....	2	Collision in yard.
31775	Jan. 26	C.P.R.	Pasqua, Indian Head Sd., Mileage 127.1.....	Sask.	1	.....	Collision in yard.
32694	Nov. 10	C.P.R.	Swift Current Sd., Mileage 3.....	Sask.	.....	1	Collision rear-end.
32407	Aug. 29	B.C.E.	Brighouse, Lulu Island.....	B.C.	.....	1	Collision head-on.
32552	Oct. 15	N. St. C. & T.	Niagara Falls, 3.96 miles from; Hutt's Crossing.....	Ont.	.....	18	Collision rear-end.
Totals.....					2	68	

	Number of accidents	Killed	Injured
1937.....	18	11	90
1938.....	15	2	68
Decrease.....	3	9	22

## STATEMENT No. 8.—Derailments involving personal injury during the year ended December 31, 1938

Investigation file	Date	Railway	Place	Prov.	Killed	Injured	Remarks
31833	Feb. 7	C.N.R.	Dorion Sd., Mileage 142	Ont.		2	Broken rail.
31907	Mar. 14	C.N.R.	Bessemer Sd., Mileage 2-50	Ont.		1	Heavy crust of snow on top of rail, caused flanger to leave track.
31989	April 1	C.N.R.	Dodsland Sd., Mileage 119	Sask.	1	5	When snow plow plowing out cut, rail turned over, derailling snow plow and engine.
31946	April 8	C.N.R.	Lyster Station, 2 miles east	Que.		8	Broken rail.
32083	May 8	C.N.R.	Pontiac	Que.	3	5	Cars left rail on curve. Cause not definitely determined.
32731	Aug. 17	C.N.R.	La Durantaye, 1-9 miles west	Que.		22	Engine and nine cars derailed; broken left main driving wheel axle.
32395	Sept. 9	C.N.R.	St. Johns	Que.		1	Switch movement; failed to observe dwarf signal at "Stop."
32592	Oct. 25	C.N.R.	Foothills Sd., Mileage 12-0	Alta.		1	Broken flange on car.
32613	Nov. 4	C.N.R.	Saskatoon Ter. Loop Junction	Sask.		1	Switch movement; failed to approach home signal of interlocking plant under sufficient control.
32699	Dec. 6	C.N.R.	Tignish Sd., Mileage 45-3	P.E.I.		3	Softened condition of track, due to heavy rain and melting snow.
32071	April 28	C.P.R.	Bolkow Station, 2-55 miles west	Ont.		3	Beaver dam gave way, causing excessive rush of water, which washed out track.
32169	May 16	C.P.R.	Selin, 1 mile east of	Ont.	3	2	Engine derailed when entering curve.
32490	Sept. 1	C.P.R.	Portneuf Station, 9 of a mile east of	Que.	2	35	Owing to cloudburst, culvert was washed out; train ran into same, derailling engine and three cars.
32589	Oct. 12	C.P.R.	Wood Mountain Sd., Mileage 9	Sask.		4	Soft track and heavy water car.
32693	Nov. 20	C.P.R.	Taber Sd., Mileage 63	Alta.		2	Broken rail.
32732	Dec. 19	C.P.R.	Winnipeg Ter., Rugby Junction	Man.		1	Derailment due to tie strap breaking on truck of coach.
31781	Jan. 12	M.C.R.	Fletcher	Ont.		13	Passenger train, moving against current of traffic, failed to notice cross-over switches had been lined for train at end of opposing territory.
Totals					9	109	

	Number of accidents	Killed	Injured
1937	31	18	117
1938	17	9	109
Decrease	14	9	8

## STATEMENT No. 9.—Total number of persons killed and injured on railways for the ten years ended December 31, 1938

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1929	16	349	105	1,891	305	714	426	2,954
1930	17	308	95	1,462	313	742	425	2,512
1931	9	426	51	1,531	257	723	317	2,680
1932	5	231	53	1,258	230	543	288	2,032
1933	5	244	44	1,272	207	521	256	2,037
1934	17	315	53	1,542	227	491	297	2,348
1935	9	375	50	1,617	256	543	315	2,535
1936	3	425	79	1,955	251	592	333	2,972
1937	7	412	67	1,281	266	656	340	2,349
1938	4	371	48	814	227	477	279	1,662
	92	3,456	645	14,623	2,539	6,002	3,276	24,081



STATEMENT No. 10.—Trespassers killed and injured, by provinces and railways, for year ended December 31, 1938

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total				
	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acci- dents	Injured			
Canadian National.....	1	1	11	6	5	6	3	4	16	5	11	56	24	32	8	5	3	10	4	6	120	50	71
Canadian Pacific.....						8	5	3	20	14	6	42	15	27	14	8	6	13	5	8	133	62	72
Algoma Central and Hudson Bay.....																							
Great Northern.....												3	2	1							3	2	1
Esquimalt and Nanaimo.....																		1	1		1		
Michigan Central.....												2	1	1							2	1	1
New York Central.....									1		1										1		
Niagara, St. Catharines and Toronto.....										1				1							1		
Pere Marquette.....											1										1		
Quebec Railway, Light and Power Company.....									1												1		
Sydney and Louisburg.....			2	1	1																1		
Temiscouata.....									1		1										2	1	1
	1	1	13	7	6	14	8	7	39	20	19	105	42	63	22	13	9	23	9	14	268	119	151

Acc.—Accidents. K.—Killed. I.—Injured.

STATEMENT No. 11.—Persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ended December 31, 1934, 1935, 1936, 1937 and 1938

	1934		1935		1936		1937		1938		Total	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	10	66	6	86	23	98	18	117	9	109	66	476
Collision head-on.....		32	1	35	1	32	7	41		5	9	145
Collision rear-end.....	17	58	1	6	1	51	3	26	1	22	23	163
Collision in yard.....		20	1	26	1	33	1	21	1	33	4	133
Collision with cars ac- count open switch.....		1		1	3	14				8	3	24
Collision at level cross- ing.....												
Highway crossings pro- tected.....	17	47	22	66	15	45	22	84	14	42	90	284
Highway crossings un- protected.....	64	215	92	238	98	322	92	327	82	258	428	1,360
Adjusting couplers, coup- ling and uncoupling....	4	44	1	54	1	58	3	56	7	26	16	238
Trespassing.....	126	158	130	172	122	161	122	159	119	151	619	801
Hand car, motor car, velocipede struck by train.....	4	17	7	7	7	18	10	29	5	15	33	86
Struck by switch stand, water spout, mail crane, or other projec- tion.....		19		7	1	33	2	20		11	3	90
Crushed between cars and buildings, lumber piles.....	3	10		3		6		7		6	3	32
Getting on and off pas- senger train.....	1	7	7	11	2	95	5	98	1	60	16	271
Falling off top of car....	1	19	1	24	3	37	1	15	3	18	9	113
Falling between cars.....		6	1	6	2	7	1	4	1	4	5	27
Employees getting off train in motion.....	5	58	3	52	3	66	2	100	2	41	15	317
Employees boarding train in motion.....	2	50	3	51	2	58	2	72		35	9	266
Run down by engine or cars at stations or in yards.....	15	35	11	33	22	36	14	31	10	22	72	157
Explosion of locomotive boiler.....							3				3	
	269	862	287	878	307	1,170	308	1,207	255	866	1,426	4,983

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1938

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
2439	53500	Bala Sd., Mileage 44-96, Ont.	C.N.R.	Brush cleared at crossing, and sign relocated.	Jan. 12, 1938
26711-194	53882 }	Sioux Lookout, Quibell Sd., Ont.	C.N.R.	Subway constructed	Jan. 15, 1938
26711-620	54847 }	Newmarket Sd., Mileage 31-25, Whitechurch, Ont.	C.N.R.	Brush cut at crossing.	Jan. 13, 1938
26711-616	54905 }	Forest, 4th crossing east, Ont.	C.N.R.	Trees trimmed to improve sight lines.	Jan. 28, 1938
26711-434	54905 }	Paynes Station, just east of, Ont.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.	Jan. 13, 1938
33229-91	52815 }	Astle; Mileage 65-87, Nashwaak Sd., N.B.	C.N.R.	Sight lines cleared.	Jan. 14, 1938
26711-612	55578 }	Burlington Station, $\frac{1}{2}$ mile north, Ont.	C.N.R.	Double bells and four wig-wags installed; formerly unprotected.	Jan. 21, 1938
26711-558	54754 }	Fort William, Arthur St., Ont.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.	Jan. 18, 1938
9437-214	54841 }	Newmarket, Huron St., Ont.	C.N.R.	Double wig-wags and bell installed; formerly unprotected.	Jan. 22, 1938
40579	54046 }	Rimouski Wharf Track, Que.	C.N.R.	Signs erected. (Private).	Jan. 8, 1938
26782-226	52160 }	Britannia Mills, 1st west of station, Que.	C.N.R.	Trees cut to improve sight lines.	Feb. 1, 1938
27218-100	54046 }	Truro, Cummine St., N.S.	C.N.R.	Crossing closed.	Jan. 28, 1938
9437-735	53401 }	Burlington, Plains Road, Ont.	C.N.R.	Subway constructed.	Feb. 1, 1938
11462-95	53895 }	Redberry, near, Sask.	C.N.R.	Overhead crossing constructed.	Feb. 10, 1938
3452-117	52344 }	Prince George; Fraser Sd., Mileage 145-29, B.C.	C.N.R.	Highway diverted; former crossing closed.	Feb. 14, 1938
16388-76	52344 }	Kelowna, 9 miles north of, B.C.	C.N.R.	Overhead bridge constructed.	Feb. 14, 1938
27652-18	55125 }	Lennoxville, 2nd crossing east; Massawippi Road, Que.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.	Feb. 15, 1938
36352-31	54749 }	McIntyre Lake, N.S.	C.N.R.	Highway diverted; former crossing closed.	Feb. 18, 1938
26711-77	53434 }	Stoney Creek, $\frac{1}{4}$ mile east of Ont.	C.N.R.	Additional standard crossing sign erected.	Feb. 21, 1938
28457	52161 }	Auld's Cove, near Mulgrave, N.S.	C.N.R.	Highway diverted; two crossings closed.	Feb. 21, 1938
36352-14	55245 }	Springhill Junction, N.S.	C.N.R.	Overhead bridge constructed; old road crossing closed.	Feb. 16, 1938
26711-122	52845 }	Parry Sound, Forest St., Ont.	C.N.R.	Bell and wig-wag installed; formerly unprotected.	Feb. 22, 1938
26711-217	52805 }	Lindsay, Angelina St., Ont.	C.N.R.	Luminous signs installed. (Advance warning signs)	Feb. 25, 1938
33229-64	54923 }	McGivney; Chipman Sd., Mileage 85-01, N.B.	C.N.R.	Sight lines cleared, in accordance with Order.	Feb. 28, 1938
26711-669	55428 }	Norwich, Stover St., Ont.	C.N.R.	Trees cut down; view now unobstructed.	Mar. 12, 1938
33410-1	55625 }	Stouffville Station, 50 yards west, Ont.	C.N.R.	Speed limitation, 10 miles per hour, in effect since December 23, 1935, removed.	Mar. 12, 1938
9437-321	55625 }	Victoriaville, Main St., Que.	C.N.R.	Order No. 30869, dated April 7, 1921, amended; to dispense with operation of gates, between hours of 10.45 p.m. and 6.45 a.m. daily; and 6.45 a.m. and 10.45 p.m. on Sunday, provided that between said hours, movements to be flagged.	Jan. 6, 1938
					Feb. 24, 1938



26711-122	55678	Parry Sound, Forest St., Ont.	C.N.R.	Speed limitation in effect since Sept. 12, 1936, removed.	Mar 11, 1938
28786-109	55565	Coronado St., Mileage 18-44, Alta.	C.N.R.	Brush cut to improve sight lines.	Mar 17, 1938
26711-80		Port Colborne, Fraser St., Ont.	C.N.R.	Additional warning sign erected.	Mar 18, 1938
26711-615		St. Williams, 1st crossing west, Ont.	C.N.R.	Additional warning signs erected.	Mar 16, 1938
27467-144	54767	Minota St., Mileage 97-6, near Yarbo, Sask.	C.N.R.	Highway diverted; posts provided.	Mar 19, 1938
9437-214		Newmarket, Huron St., Ont.	C.N.R.	Trucks trimmed to improve sight lines.	Mar 25, 1938
18402-61	54896	North Bay, Gormannville Road, Ont.	C.N.R.	Crossing constructed.	Mar 26, 1938
26711-434		Paynes, 2 miles west of, Ont.	C.N.R.	Crossing sign moved to north side of track.	Feb 5, 1938
26711-646		Port Hope, east of station, Ont.	C.N.R.	Private crossing sign erected.	April 6, 1938
26711-626	55482	Scarboro, Eglinton Ave.; 4th crossing east, Ont.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.	April 19, 1938
26711-502		Sunderland, 2 miles north, Highway No. 7, Ont.	C.N.R.	Luminous signs erected. (Advance warning)	Feb 14, 1938
26711-644		Trenton Junction, Ferdinand St., Ont.	C.N.R.	Crossing signs erected.	April 21, 1938
26711-615		St. Williams, 1st crossing west, Ont.	C.N.R.	Lilac bushes and apple trees have been removed, and other trees trimmed to improve sight lines.	April 21, 1938
26711-644		Trenton Junction, Radesk St., Ont.	C.N.R.	(Crossing signs erected)	Jan. 13, 1938 (date of Order)
21902-6	55452	Everett, just north of, Ont.	C.N.R.	Speed restriction of 10 miles per hour established.	April 23, 1938
26711-453	55407	Montreal East, Broadway Ave., Que.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.	Feb. 9, 1938
26782-19		Waverly, Dartmouth St., Mileage 2-23, N.S.	C.N.R.	Crossing sign relocated.	Mar. 30, 1938
27218-120	55750	Trenton Junction, 2nd crossing south, Ont.	C.N.R.	Railway company required to maintain speed limitation of 10 miles per hour.	April 28, 1938
26711-644	55244	Peterboro, George and Romaine Sts., Ont.	C.N.R.	Four wig-wags and one bell installed; formerly unprotected.	May 7, 1938
26765-184	55573	St. Thomas, 2-61 miles west of, Ont.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.	May 12, 1938
26711-441	55036	Sunny Brae Station, 60 feet east of, N.B.	C.N.R.	Gate arms attached to existing bells and wig-wags.	May 18, 1938
37610		Sydney, Kings Road crossing, N.S.	C.N.R.	Standard crossing sign moved to southwest corner of crossing.	
27218-27	55942	London East, Egerton St., Ont.	C.N.R.	Speed limitation of 10 miles per hour to be maintained; all switching movements and engine movements to be flagged by member of train crew. Main line group of tracks to be protected by watchman. Group of tracks at south side, speed limitation of 10 miles per hour, and all engines without trains and switching movements to be flagged by member of crew.	
9437-552		Alexandria Station, 1st crossing west, Ont.	C.N.R.	Bell and wig-wag on one side; and wig-wag without bell on other side, installed; formerly unprotected.	
9437-306	55344	Point Edward, Michigan Avenue, Ont.	C.N.R.	ReflectORIZED sign, R.R. type, installed.	
26711-211	54923	Norwich, Stover Street, Ont.	C.N.R.	Trees in south-east angle removed to improve sight lines.	
26711-609		Tracadie, Mayettes Crossing, N.S.	C.N.R.	Approaches graded.	
27218-124	55283	Bell's Corners, 1st crossing east, Ont.	C.N.R.	Old type crossing sign replaced by a modern sign.	
3561-23	55432	Oriole, 1st crossing north; Bala Rd., Mileage 12-5, Ont.	C.N.R.	Two wig-wags and one bell installed; formerly unprotected.	
26711-123					

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1938—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
40007	53459	Thibodeau; Edmundston Rd., from Mileage 104-2 to Mileage 105-5, N.B.	C.N.R.	Highway diverted; 3 crossings closed; 4 farm crossings built by Canadian National Railways.	June 23, 1938
40006	53457	Edmundston Rd., Mileage 96-9 to 98-5, N.B.	C.N.R.	Highway diverted; crossing closed.	June 23, 1938
26711-56	55111	Sparrow Lake Station, Ont.	C.N.R.	Crossing diverted 365 feet northerly towards Sparrow Lake Station.	June 23, 1938
26711-55	55112	Bala Rd., Mileage 92-97, Ont.	C.N.R.	Crossing diverted 214 feet northerly.	June 23, 1938
26711-575	53114	Cornwall Rd., Mileage 52-30, Ont.	C.N.R.	North approach graded.	June 23, 1938
13157	53459	Strathroy, Caradoc St., Ont.	C.N.R.	Double bells and wig-wags, automatic, installed. Manual control system for use during busy periods; formerly unprotected.	June 23, 1938
Case 4795	55459	Strathroy, Metcalfe St., Ont.	C.N.R.	Double bells and wig-wags, automatic, installed. Manual control system for use during busy periods; formerly unprotected.	June 11, 1938
26765-145	55459	Strathroy, Oxford St., Ont.	C.N.R.	Double bells and wig-wags, automatic, installed. Manual control system for use during busy periods; formerly unprotected.	June 11, 1938
26765-147	55459	Strathroy, Victoria St., Ont.	C.N.R.	Double bells and wig-wags, automatic, installed. Manual control system for use during busy periods; formerly unprotected.	June 11, 1938
20127	55459	Strathroy, Richmond St., Ont.	C.N.R.	Double bells and wig-wags, automatic, installed. Manual control system for use during busy periods; formerly unprotected.	June 11, 1938
33229-66	55424	St. Leonard; Grand Falls Rd., Mileage 87-61 N.B.	C.N.R.	Wig-wag installed; formerly bell.	June 11, 1938
9437-932	55869	Vineland, 1st crossing west, Ont.	C.N.R.	Two wig-wags and one bell installed; formerly unprotected.	July 15, 1938
9437-932		Vineland, 1st crossing west, Ont.	C.N.R.	Trees trimmed to improve sight lines.	July 12, 1938
38681-10	55249	Moncton, Church St., N.B.	C.N.R.	Model 11 gate and gate-arm installed; formerly gates.	Aug. 3, 1938
38681-10-1	55250	Moncton, George St., N.B.	C.N.R.	Model 11 gate and gate-arm installed; formerly gates.	Aug. 2, 1938
38681-10-2	55248	Moncton, Lutz St., N.B.	C.N.R.	Model 11 gate and gate-arm installed; 1 wig-wag on north side of Railway with bell; 1 wig-wag on south side without bell.	Aug. 2, 1938
38681-10-3	55247	Moncton, Queen St., N.B.	C.N.R.	Model 11 gate and gate-arm installed; 1 wig-wag on north side without bell; 1 wig-wag on south side with bell.	Aug. 2, 1938
27218-132	55547	Tracadie Station, West of; Mulgrave Rd., Mileage 103-89, N.S.	C.N.R.	Pell and wig-wag installed; formerly unprotected.	Aug. 3, 1938
36352-34	55474	East River; Chester Rd., Mileage 40-1, N.S.	C.N.R.	Bell and wig-wag installed; formerly unprotected.	Aug. 3, 1938

27218-129	55591	Bowser; Chester Sd., Mileage 7-35, N.S.	C.N.R.	Beil and wig-wag installed; formerly unprotected.	Aug. 4, 1938
36352-35	55521	Hubbards Station, 1st crossing west, N.S.	C.N.R.	Beil and wig-wag installed; formerly unprotected.	Aug. 3, 1938
33229-24	55404	Hampton Station, 1st crossing east, N.B.	C.N.R.	Westbound ringing circuit shortened.	Aug. 10, 1938
40261	55105	Kitchener, Mill St., Ont.	C.N.R.	Grade level crossing constructed, replacing wooden bridge.	Aug. 11, 1938
40261	55105	Kitchener, South St., Ont.	C.N.R.	Grade level crossing constructed, replacing wooden bridge.	Aug. 11, 1938
26711-651		Norwich, East Station; 1st crossing east of, Ont.	C.N.R.	Standard wire fence for a distance of 390 feet erected, replacing board fence.	Aug. 25, 1938
10388-64	55687	Winfield; Okanagan Sd., Mileage 103-8, B.C.	C.N.R.	Beil and wig-wag installed; formerly unprotected.	Aug. 25, 1938
32229-107	56234	Port Elgin Station, 3rd crossing west, N.B.	C.N.R.	Hedge cut down 7 feet to improve sight lines.	Sept. 2, 1938
26765-194		Craigvale, 1st crossing south, Ont.	C.N.R.	Trees trimmed to improve sight lines.	Sept. 10, 1938
30213-56		Victoria, Leach St., B.C.	C.N.R.	Crossing sign installed on north-west corner of intersection.	Aug. 5, 1938
26711-653		Tillsonburg, Fourth St., Ont.	C.N.R.	Heavy bank of gravel removed from south-west corner of crossing; also removed banks on other corners of crossing to improve sight lines.	Aug. 2, 1938
27218-131	55543	Monastery Station; Mulgrave Sd., Mileage 106-34, N.S.	C.N.R.	Beil and wig-wag installed; formerly unprotected.	Sept. 23, 1938
33229-41	54999	Ritchie Station; Centreville Sd., Mileage 113-68, N.B.	C.N.R.	Location changed; sharp curve eliminated.	Sept. 20, 1938
23	56102	Parkhill, Main St., Ont.	C.N.R.	Wig-wag added to bell.	Sept. 17, 1938
1872-5	55962	Washago; Newmarket Sd., Mileage 98-9, Ont.	C.N.R.	Two wig-wags and one bell installed; formerly unprotected.	Sept. 17, 1938
26765-205	56189	Lancaster, 1st crossing east of station, Ont.	C.N.R.	Beil and wig-wag relocated.	Sept. 17, 1938
1872-1	55959	Washago; Bala Sd., Mileage 89-2, Highway No. 11, Ont.	C.N.R.	Two wig-wags and one bell installed; formerly unprotected.	Sept. 24, 1938
27218-56	55462	Brooklyn Station, N.S.	C.N.R.	Track circuit installed on each side of crossing of the Mersey Paper Company siding, connecting with bell and wig-wag.	Sept. 24, 1938
33229-109		Oak Hill; Elgin Sd., Mileage 2-5, N.B.	C.N.R.	Trees trimmed to improve sight lines.	Oct. 8, 1938
26711-648		Kapuskasing, 2nd crossing east, Ont.	C.N.R.	Approaches improved.	May 25, 1938
27218-90	55611	Arcadia; Yarmouth Sd., Mileage 132, N.S.	C.N.R.	Beil and wig-wag installed; formerly unprotected.	June 27, 1938
33550-58	54818	Souris, East Oil Tanks, River Road, P.E.I.	C.N.R.	Sight lines improved.	Oct. 13, 1938
33550-47	55310	York Station; Souris Sd., Mileage 3-8, P.E.I.	C.N.R.	Beil and wig-wag installed; formerly unprotected.	Oct. 13, 1938
1872-1	56438	Washago, 1st crossing north; Bala Sd., Mileage 89-2, Ont.	C.N.R.	Speed limitation, 30 miles per hour, be maintained in operation of south-bound trains within south-bound circuit.	Oct. 15, 1938
37460-74	53449	Field, Ont.	C.N.R.	Subway constructed; 1 level crossing closed.	Sept. 21, 1938
37460-72	54277	Commando Township; District of Nipissing, Ont.	C.N.R.	Overhead bridge constructed; 1 level crossing closed.	Oct. 14, 1938
1558	55162	Parry Sound, Gibson St., Ont.	C.N.R.	Subway constructed.	Oct. 14, 1938
2437-306		Alexandria, Laggan Road, Main St., Ont.	C.N.R.	Flag all movements over crossing on the side tracks and movements through the cross-over, immediately west of crossing on to main line, to move eastwardly, to be protected by leaving the siding end of the cross-over switch in reverse position until such time as train has reached the crossing.	Nov. 3, 1938
26744-29	55113	Grant's Cut; Municipality of Daly, Man.	C.N.R.	Overhead bridge constructed; bell removed; 1 level crossing closed.	Nov. 3, 1938
	56297				



STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1938—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
26765-249 28786-111	56022	Collingwood, Hume St., Ont. Camrose Sd., Mileage 45-90, Alta.	C.N.R. C.N.R.	Bell and wig-wag installed; formerly unprotected Brush cut to give clear view of train from road looking north along track for 100 feet in both directions; view improved to a distance of 1,500 feet.	Nov. 9, 1938
28605	38697	Beaurepaire, Que.	C.N.R.	Crossing established, Order 38697, dated October 6, 1927. Brush removed; warning sign and stop sign erected, Woodland Avenue, south of crossing.	Nov. 12, 1938
26711-251 26744-112	56364	Delhi, 1st crossing east, Ont. Rossburn Sd., Mileage 19-2, Man.	C.N.R. C.N.R.	Bell and wig-wag installed; formerly unprotected Brush cut down on four angles to crossing to improve sight lines.	Oct. 12, 1938 Nov. 13, 1938
27218-135 9437-857	55846	Scotia Sd., Mileage 3-78; Marshalls Siding, N.S. Jordan Station, 1st crossing east; Grimsby Sd., Mileage 17-20, Ont.	C.N.R. C.N.R.	Crossing sign repainted Two wig-wags and one bell installed; formerly bell	Nov. 7, 1938 Nov. 21, 1938 Dec. 1, 1938
26765-41	55966	Grimsby Station, 2nd crossing east; Lake Road, Ont.	C.N.R.	Additional track circuit installed to provide operation of the bell on both tracks against the current of traffic.	Dec. 1, 1938
26711-471	55910	Gravenhurst, Muskoka Road; Newmarket Sd., M. 111-83, Ont.	C.N.R.	Double bells and wig-wags installed; formerly unprotected.	Sept. 18, 1938
27218-126 26782-278	56269	Malone Bay, 1st crossing east; Oakland Lake, N.S. St. Elieuthere, 1st crossing 400 feet east, Que.	C.N.R. C.N.R.	Bell and wig-wag installed; formerly unprotected Whistle posts installed.	Dec. 5, 1938 Dec. 2, 1938
26782-273 26765-249	56596	St. Eustache Station, 1st crossing south, Que. Collingwood, Hume St., Ont.	C.N.R. C.N.R.	Trails trimmed and brush cut to improve sight lines All south-bound movements approaching and passing over Hume St. be limited to speed of 25 miles per hour.	Dec. 3, 1938
26711-641	56060	Guelph, Galt St., Ont.	C.N.R.	Public crossing constructed; formerly private crossing.	Oct. 27, 1938
27467-152	56301	Flaxcombe Station, 1 mile south; Oyen Sd., Mileage 21-6, Sask.	C.N.R.	Trails removed on south-east corner to improve sight lines.	Dec. 5, 1938 Dec. 6, 1938
26711-658	56680	Clavering, 1st crossing north of station, Ont.	C.N.R.	Speed limitation, 10 miles per hour, to be maintained.	Nov. 3, 1938 Dec. 3, 1938
27218-128	56273	Liverpool Station, 4 miles west of; Yarmouth Sd., Mileage 3-95, N.S.	C.N.R.	Bell and wig-wag installed; formerly unprotected	Dec. 3, 1938
27218-130 26782-276	56526	Martins River Station, 1st crossing east, N.S. St. Augustin Station, 2nd crossing east, Que.	C.N.R. C.N.R.	New railway crossing signs installed.	Dec. 19, 1938
26765-118 26744-113	55989	Brantford, Dalhousie and Clarence Sts., Ont. Glencairn, 1st crossing west of station, Man.	C.N.R. C.N.R.	Stop signs erected Brush cut to improve sight lines.	Dec. 22, 1938 Dec. 27, 1938
27652-6	54665	Hadlow Station, 1st crossing west; Drummondville Sd., Mileage 2-9, Que.	C.N.R.	Rock removed to improve sight lines.	Mar. 11, 1938

26711-471	56865	Gravenhurst; Muskoka St ; Newmarket Sd., Mileage 111-8, Ont.	C.N.R....	Speed limitation, 25 miles per hour, main line, and within bonded area, 20 miles per hour, on tracks	Dec. 21, 1938
26765-184		Peterboro, George and Romaine Sts., Ont.	C.N.R.	Reflectorized warning signs installed.	Dec. 16, 1938
26711-592		Peterboro, Parkhill Road, Ont.	C.N.R.	Reflectorized warning signs installed.	Dec. 16, 1938
26727-221		Summerville Station, west of, Ont.	C.P.R.	Additional crossing sign installed.	Jan. 25, 1938
36600-4	53403	Alveto, north of, Que.	C.P.R.	Division constructed; crossing closed.	Jan. 20, 1938
18620	54772	Moose Jaw Station, $\frac{1}{2}$ mile east of; College Ave., Sask.	C.P.R.	Double bells and wig-wags installed; formerly unprotected.	Feb. 2, 1938
3452-149	53631	Cascade Sd., Mileage 40-54; near Haig, B.C.	C.P.R.	Overhead bridge constructed.	Feb. 2, 1938
26807-121	53530	Antelope Station, 1st crossing east, Sask.	C.P.R.	Sight lines improved.	Feb. 4, 1938
965-49	53397	Biggar, 1 mile east of, Sask.	C.P.R.	Overhead bridge constructed.	Feb. 14, 1938
39987	53634	Swift Current, just east of, Sask.	C.P.R.	Overhead bridge constructed; two crossings closed.	Feb. 23, 1938
14566	53655	Fort William, James St., Ont.	C.P.R.	Subway constructed.	Feb. 21, 1938
26727-85	55018	Alliston, Victoria St., Ont.	C.P.R.	Improvements made to circuits of bell.	Feb. 26, 1938
9437-1095	55018	Alliston, Albert St., Ont.	C.P.R.	Improvements made to circuits of bell.	Feb. 26, 1938
26727-158	54376	Bolton, 1 mile north of, Ont.	C.P.R.	Sight lines improved; high land cut down at four corners.	Feb. 4, 1938
27156-24	53404	Laval Rapides; Lachute Sd., Mileage 10-2, Que.	C.P.R.	Trees trimmed to improve sight lines.	Feb. 25, 1938
39956	53429	Mortlach, Sask.	C.P.R.	Overhead bridge constructed; level grade crossing closed.	Mar. 3, 1938
32900	53432	Township of Bigwood; Concession 1 and 2, Lots 3 and 4, Ont.	C.P.R.	Public crossing converted into private crossing.	Mar. 17, 1938
12912-3	44845	Montreal, Park Ave., Que.	C.P.R.	Subway constructed; 1 crossing eliminated.	April 4, 1938
27401-78		South Devon, Gibson St., N.B.	C.P.R.	Advance warning signs installed, consisting of cross arms with glass reflectors.	April 4, 1938
26727-420	55425	Weston, near; Wilson Ave., Ont.	C.P.R.	Bell and wig-wag installed; formerly unprotected.	April 19, 1938
9437-620	55227	Galt, Dundas St., Ont.	C.P.R.	Electric gates, manually operated, installed; and in addition to the four model 10 gate posts, an electric bell on each side of the track; and the operator in the gate tower is provided with an annunciator which shows the approach of trains from both directions; formerly unprotected.	Feb. 7, 1938
27811-127		Taber, 1-27 miles east of, Alta.	C.P.R.	Trees trimmed to improve sight lines; also under brush cut down.	May 10, 1938
31189-1	54628	Anthracite Station, near Banff, Alta.	C.P.R.	Old road eliminated; wig-wag erected.	May 14, 1938
26727-191	55335	Chalk River Sd., Mileage 88-3; Government Road, Ont.	C.P.R.	Double bells and wig-wags installed; formerly unprotected.	May 18, 1938
27156-40	55552	Quebec, Marie de L'Incarnation St., Que.	C.P.R.	Bell and wig-wag installed; formerly unprotected.	May 26, 1938
27156-101	55608	Dalhousie Mills Station, west of, Que.	C.P.R.	Double bells and wig-wags installed; formerly unprotected.	June 3, 1938
26727-230	53431	Dryden, Wabigoon River Bridge, Ont.	C.P.R.	Division constructed under river bridge; 2 crossings eliminated.	June 21, 1938
27811-60	54025	Willingdon Sd., Mileage 141, Alta.	C.P.R.	Brush removed in northeast angle of crossing to improve sight lines.	June 29, 1938
27156-225		Cedar Park, east of; Cornwall Sd., Mileage 14-01, Ont.	C.P.R.	Planking widened to conform with Board's Regulations.	July 5, 1938
35390	55820	St. Rose, Que.	C.P.R.	Level crossing constructed in lieu of farm crossing.	July 16, 1938
27156-40		Quebec, Marie de L'Incarnation St., Que.	C.P.R.	Crossing sign installed.	July 23, 1938

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1938—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
37640	55285	Cartier Rd., Mileage 63.5, Ont.	C.P.R.	Double bells and wig-wags installed; formerly unprotected	Aug. 22, 1938
32900	55703	Bigwood, Ont.	C.P.R.	Bell and wig-wag installed; new crossing constructed	Aug. 20, 1938
36465-22	55588	Cayley, $\frac{1}{2}$ mile north; MacLeod Rd., Mileage 47.4, Alta.	C.P.R.	One bell and two wig-wags installed; formerly unprotected	Aug. 30, 1938
40334	554791	Shelbrooke Rd., Mileage 80.78, Shanks Yard, Que.	C.P.R.	Level crossing constructed in lieu of farm crossing.	Sept. 9, 1938
40436	55939	Crowsville; Newport Rd., Mileage 6.0, Que.	C.P.R.	Bell and wig-wag installed; formerly unprotected	Oct. 13, 1938
40618	55752	Rossport; Nipigon Rd., Mileage 14.59, Ont.	C.P.R.	Two wig-wags and one bell installed; formerly unprotected	Oct. 7, 1938
9437-696		Tillbury; Windsor Rd., Mileage 78.9, Ont.	C.P.R.	Advance warning sign erected.	Oct. 17, 1938
26807-123		Bulyea Station, 1st crossing north, Sask.	C.P.R.	Brush in southeast angle cut to improve sight lines.	Oct. 19, 1938
9437-715		Chatham, 2 miles east; Windsor Rd., Mileage 62.23, Ont.	C.P.R.	Additional wig-wag signal in northwest angle of crossing installed.	Oct. 22, 1938
13815-27-1	55433	Neptune Rd., Mileage 0.67, Sask.	C.P.R.	Subway reconstructed.	Oct. 27, 1938
3701-236	56241	Belleville, Kingston Road, Ont.	C.P.R.	Crossing widened; dual lane traffic on highway; two automatic bells and four wig-wags.	Oct. 28, 1938
Part 3	55207	Chandeboye, $\frac{1}{2}$ mile south of, Man.	C.P.R.	Highway diverted; 1 crossing closed.	Nov. 3, 1938
36520	54498	Vicinity of Morse and Herbert; Township 17, Sask.	C.P.R.	Two diversions constructed; two crossings closed.	Nov. 26, 1938
9437-463	55075	Vancouver, Heatley Ave., B.C.	C.P.R.	Hours of watchman, 7.00 a.m. to 7.30 p.m. daily, except Sunday, changed from 7.30 a.m. to 8.00 p.m.	Dec. 9, 1938
26727-407	56307	Copper Cliff Station, just west of, Ont.	C.P.R.	Double bells and wig-wags installed; formerly unprotected.	Dec. 5, 1938
29868-1	54157	Yamachiche Station, 2 miles east; Three Rivers Rd., Mileage 69.31, Que.	C.P.R.	Crossing closed.	Dec. 15, 1938
24359	55904	Chatham, Inches Ave., Ont.	C.P.R.	Automatic bell and wig-wag installed; formerly unprotected.	Dec. 23, 1938
9437-286	55904	Chatham, Laeox St., Ont.	C.P.R.	Operating circuitis re-arranged.	Dec. 23, 1938
9437-284	55904	Chatham, Raleigh St., Ont.	C.P.R.	Re-arrangement of existing bell and wig-wag so that they may be manually controlled from the William Street gate tower.	Dec. 23, 1938
20722	55904	Chatham, West St., Ont.	C.P.R.	Two manually controlled wig-wags and one bell installed; formerly unprotected.	Dec. 23, 1938
26727-426	55904	Chatham, Jeffreys St., Ont.	C.P.R.	Bell and wig-wag, manually controlled, installed; formerly unprotected.	Dec. 23, 1938
9437-283	55904	Chatham, Wellington St., Ont.	C.P.R.	Two manually controlled wig-wags and one bell installed; formerly bell.	Dec. 23, 1938



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9437-836	55904	Chatham, Colborne St., Ont.....	C.P.R.....	Bell and wig-wag, manually controlled, installed; formerly unprotected.....	Dec. 23, 1938
9437-287	55904	Chatham, Centre St., Ont.....	C.P.R.....	Two electric, manually controlled short arm gates with bell and wig-wag installed; formerly gates.	Dec. 23, 1938
9437-282	55904	Chatham, William St., Ont.....	C.P.R.....	Four electric gates, manually controlled, with two bells installed; formerly gates.....	Dec. 23, 1938
26727-33	55904	Chatham, Princess St., Ont.....	C.P.R.....	Bell and wig-wag controlled from P.M.R. tower, installed; formerly unprotected.....	Dec. 23, 1938
9437-299	55904	Chatham, Queen St., Ont.....	C.P.R.....	Two electric, manually controlled, short arm gates with bell and wig-wag, installed; formerly gates.	Dec. 23, 1938
20953-3	54782	Craigellachie, Shuswap Sd., Mileage 29-33, B.C.....	C.P.R.....	Overhead bridge constructed; crossing closed at Mileage 29-42, Shuswap Sd., B.C.....	Dec. 30, 1938
27156-52	55753	Stc. Agathe Sd., Mileage 1-5, Que.....	C.P.R.....	Subway constructed.....	Dec. 14, 1938
27156-23	55753	Paquin Station, .69 of a mile north, Stc. Agathe Sd., Mileage 18-79, Que.....	C.P.R.....	Trees removed to improve sight lines.....	Dec. 29, 1938
26711-636	56054	Palgrave, MacTier Sd., Mileage 32-5, Ont.....	C.P.R.....	Double bells and wig-wags installed; formerly unprotected.....	Oct. 28, 1938
30051-25	55729	Vancouver, 11th Ave. and Right-of-way, B.C.....	B.C.F.....	Two stop signs, one on each side of track, installed	Dec. 5, 1938
40591	55729	East South Hampton, County of Cumberland, N.S.....	Cumberland Ry. & Coal.	Bell and wig-wag installed; formerly unprotected.....	Nov. 3, 1938
9437-1129	53873	Port Williams Station, 1st crossing west, N.S.....	D.A.R.....	Crossing sign installed on south-east angle.....	June 17, 1938
9437-1129	53873	Port Williams Station, 1st crossing west, N.S.....	D.A.R.....	Advance warning sign installed.....	Aug. 13, 1938
40128	54771	Cowichan Lake Sd., Mileage 0-83, B.C.....	E. & N.....	Highway diverted: overhead crossing constructed	Aug. 26, 1938
39608	54771	Redcap Station, Mileage 83-9, B.C.....	E. & N.....	Overhead crossing constructed in lieu of existing grade level crossing.....	Aug. 26, 1938
32630	56238	Windsor, Drouillard Road, Ont.....	E.T.R.....	Additional wig-wag signal and bell installed at south-east corner of Drouillard Road.....	Dec. 22, 1938
35460-9	55271	Speedsville; Hespeler Sd., Mileage 2-5, Ont.....	G.R.R.....	Advance warning signs erected.....	Sept. 5, 1938
25460-4	55403	Beaverdale; Hespeler Sd., Mileage 1-1, Ont.....	G.R.R.....	Advance warning signs erected.....	Sept. 5, 1938
26765-49	55526	Galt, Hespeler Road, Ont.....	G.R.R.....	Double bells and wig-wags installed; formerly unprotected.....	July 8, 1938
40364	{54444}	St. Thomas, Talbot St., Ont.....	L. & P.S.....	Order 54444, dated June 17, 1937, rescinded; requiring Company to maintain 6 miles per hour restriction and to maintain day and night watchman. Order 55526, dated January 29, 1938, cancelled that part of Order 54444, requiring watchman to be maintained.....	Jan. 29, 1938
9437-1289	55272	Port Stanley, Warren St., Ont.....	L. & P.S.....	Bell and wig-wag installed; formerly bell.....	June 18, 1938
30424-11	55417	London, Brick St., Ont.....	L. & P.S.....	Bell and wig-wag installed; formerly bell.....	June 18, 1938
26842-177	55416	Yarmouth Tower, 1-69 miles west of School House Road, Ont.....	M.C.R.....	Reflectorized crossing signs installed; formerly unprotected.....	Mar. 16, 1938
26842-176	55416	Oneida Road; Shedden Station, 1-22 miles east of Ont.....	M.C.R.....	Reflectorized crossing signs installed; formerly unprotected.....	Mar. 16, 1938
9437-164	55230	Welland, Plymouth Road, Ont.....	M.C.R.....	Two bells and wig-wags with Model 11 gates attached, installed; formerly gates.....	June 21, 1938
12072-38	52248	St. Paul d'Abbotsford, Highway No. 1, Que.....	M. & S.C.....	Division constructed; two crossings closed.....	Mar. 3, 1938
27231	52248	Niagara Falls, Stanley St., Ont.....	N.S.T.....	Advance warning signs erected, both sides of track	Dec. 12, 1938
Part 2 }		C. & T.....			

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1938—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
16110	56777	Village of Westboro, McGee Ave., Ont.	O.E.R.	Bushes and trees in north-west angle removed to improve sight lines. Speed restriction of 10 miles per hour for all east-bound electric cars.	Dec. 2, 1938
27929-3	54994	Merlin Station, east of, Ont.	P.M.R.	Special circuit on wig-wag signal installed.	Feb. 4, 1938
27929-50	54994	Ridgetown, Victoria St., Ont.	P.M.R.	Two wig-wags and one bell installed.	Jan. 29, 1938
27929-43	54164	Ridgetown, Erie St., Ont.	P.M.R.	Two wig-wags and one bell installed.	Jan. 29, 1938
27929-55	55793	Pelton, Highway No. 2, Ont.	P.M.R.	Floodlights installed; formerly unprotected.	Mar. 12, 1938
		Pelton, 1 mile west of, Ont.	P.M.R.	Two wig-wags and one bell installed; formerly unprotected.	Aug. 20, 1938
18316	55460	New Westminster, Brunette St., B.C.	V.V. & E.	Double bells and wig-wags installed; formerly gates. Speed limitation increased from 8 miles per hour to 30 miles per hour.	Aug. 22, 1938

STATEMENT No. 13.—Statement showing the number of highway crossings at which protection has been completed, and the nature of protection, set out by provinces, for the twelve months ended December 31, 1938

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
Advance warning signs erected.....		1	1		6					8
Advance warning signs erected, luminous.....					2					2
Advance warning signs erected, reflectorized.....					2					2
Approaches graded.....		1			2					3
Bell and wig-wag installed.....	1	10		2	9				1	23
Bells and wig-wags, double, installed.....				3	17		1		1	22
Bell and two wig-wags installed.....					7			1		8
Bells and wig-wags, double, manually controlled, installed.....					10					10
Bell and wig-wag relocated.....					1					1
Crossing closed.....		1		1						2
Crossings constructed.....					4					4
Electric gates, manually controlled, installed.....					2					2
Flagging movements.....				1	1					2
Floodlights installed.....					1					1
Gate arms attached to existing bell and wig-wag.....			5		4					9
Highway diversion constructed.....		2	3	2	3	1	2		1	14
Overhead crossing erected.....		1			1	1	4		5	12
Private crossing signs erected.....				1	1					2
Public crossing converted into private crossing.....					1					1
Planking widened.....					1					1
Private crossing converted into public crossing.....				2						2
Ringin circuit rearranged.....			1		3					4
Removal of obstructions to view.....	1		4	6	13	2	3	3		32
Reflectorized signs installed.....					3					3
Subway constructed.....		1		2	5		1			8
Standard crossing signs installed.....		1		2	5				1	9
Standard crossing signs relocated.....		2			1					3
Standard crossing signs repainted.....		1		1						2
Speed limitation removed.....					2					2
Speed limitation retained.....					8					8
Stop signs erected.....					1				1	2
Track circuits installed.....		1			2					3
Whistle posts erected.....					1					1
Wig-wag installed.....								1		1
Wig-wag added to bell.....					2					2
Watchman, hours changed Sunday.....									1	1
Wire fence erected, replacing board fence.....					1					1
Totals.....	2	21	14	23	122	4	11	5	11	213



STATEMENT No. 14.—Highway crossing accidents showing number of persons killed and injured, by provinces, for the year ended December 31, 1938

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.			
Canadian National.....				10	4	12	4	1	4	21	13	25	55	30	61	9	...	13	15	...	24	8	1	12	1	...	1	123	49	152
Canadian Pacific.....							5		12	20	15	29	28	10	29	4	2	4	9	7	10	14	4	10	7	...	12	87	38	106
British Columbia Electric.....																									2	...	3	2	...	3
Dominion Atlantic.....				2	1	1																					2	1	1	1
Esquimalt and Nanaimo.....																									3	...	6	3	...	6
Grand River .....													2	...	4												2	...	4	4
Lake Erie and Northern.....													1	...	1												1	...	1	1
Michigan Central.....													6	3	5													6	3	5
Montreal and Southern Counties.....										2	1	2															2	1	2	2
Niagara, St. Catharines and Toronto.....													2	2	3													2	2	3
Ottawa Electric.....													2	1	2													2	1	2
Pere Marquette.....													5	1	5													5	1	5
Toronto, Hamilton and Buffalo.....													5	...	10												5	...	10	10
				12	5	13	9	1	15	43	29	56	106	47	120	13	2	17	24	7	34	22	5	22	13	...	22	242	96	300

STATEMENT No. 15.—Particulars of all highway crossing accidents for eight years with description of protection or non-protection in effect

## PRINCE EDWARD ISLAND

	1931			1932			1933			1934			1935			1936			1937			1938			Totals for 8-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Gates.....																											
Lightning flash.....																											
Bell.....																											
Bell and wig-wag.....																											
Watchman.....																											
Unprotected.....	2		6				3	1	3	2	2	1	1			2		2	2					10	3	14	
Totals.....	2		6				3	1	3	2	2	1	1			2	1	1	3		4			12	4	16	

## NOVA SCOTIA

Gates.....																											
Lightning flash.....																											
Bell.....																											
Bell and wig-wag.....																											
Watchman.....																											
Unprotected.....	15	6	13	9		14	7	1	10	4	1	6	7	6	8	6	8	13	8	22	8	2	8	69	24	89	
Totals.....	16	5	13	10	2	15	8	1	13	6	2	7	8	6	9	7	9	18	8	34	12	5	13	84	30	113	

## NEW BRUNSWICK

Gates.....																											
Lightning flash.....																											
Bell.....																											
Bell and wig-wag.....																											
Watchman.....																											
Unprotected.....	3	1	5	2	2	1			3	3		3		2		4	1	1	1	5	2	3	1	10	4	10	
Totals.....	9	7	16	8	2	10	6		10	10	9	11	5	2	4	12	3	19	11	3	14	9	1	16	70	27	100

STATEMENT No. 15.—Particulars of all highway crossing accidents for eight years with description of protection or non-protection in effect—*Concluded*

## QUEBEC

	1931			1932			1933			1934			1935			1936			1937			1938			Totals for 8-year period		
	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.	K.	I.
	K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.	
Gates.....	6		6	4	3	1	2	1	1	4	2	2	3	2	2	1			2		3	1	2	25	9	17	
Lightning flash.....																											
Bell.....	4	4	5	3	2	3	5	2	7	3	1	2	6	3	17	1			5	3	8	1	1	23	13	35	
Bell and wig-wag.....																											
Watchman.....	1		5																								
Unprotected.....	52	14	75	35	16	49	39	8	52	28	13	35	34	21	40	41	35	70	42	12	67	35	24	51	306	143	439
Totals.....	63	18	91	42	21	53	46	11	60	35	16	39	43	26	59	43	35	72	49	15	77	43	29	56	394	171	507

## ONTARIO

	1931			1932			1933			1934			1935			1936			1937			Totals					
	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	Totals					
	K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.				
Gates.....	6		10	4	2	2	5	1	15	6	4	10	4	2	3				3		10	3	1	2	31	10	52
Lightning flash.....	3		4	1	3	3	1	1	8	21	7	25	26	10	34				1	7	11			1	12	12	58
Bell.....	24	10	35	23	15	23	18	8	21	24	7	25	3	3	3				7	6	22	16	4	20	49	21	160
Bell and wig-wag.....																			16	6	22	16				21	64
Watchman.....	5		8	3	2	1	3	3	1	5	2	4	5	1	5				4		9	1		1	26	9	29
Unprotected.....	122	40	188	114	41	127	81	28	104	54	29	101	92	48	123	93	34	139	107	48	136	85	42	96	778	310	1,014
Totals.....	160	55	242	147	63	156	108	41	141	119	42	140	130	63	166	118	47	171	138	62	191	106	47	120	1,026	420	1,327

## MANITOBA

	1931			1932			1933			1934			1935			1936			1937			Totals for 8-year period					
	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.	A.		I.			
	K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.		K.	L.				
Gates.....																			1	1				1	1		
Lightning flash.....	2	1	1																					3	1		
Bell.....										1	1														1		
Bell and wig-wag.....																											
Watchman.....																											
Unprotected.....	19	3	26	8	1	14	9	3	14	10	1	11	8	11	4	26	16	7	23	11	2	15	101	29	140		
Totals.....	21	4	27	8	1	14	9	3	14	11	1	12	11	8	11	18	4	27	17	8	23	13	2	17	108	31	45



SASKATCHEWAN

[illegible]

## ALBERTA

[illegible]

## BRITISH COLUMBIA

[illegible]

## STATEMENT No. 15.—Summary of highway crossing accidents with various classes of protection for eight-year period ended December 31, 1938

Year	Gates						Lightning flash signal						Bell						Bell and wig-wag					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	8		13	6	1	6	4	5	1	1		1	30	15	44	3	1	2						
1932.....	4	1	3	5	4	1	3	3	3				26	18	28	5	3	2						
1933.....	4		15	3	2	1							17	5	29	7	5	2						
1934.....	4	4	8	6	2	4				1	1		27	6	29	6	2	4						
1935.....	3	1	4	5	4	1		1		2	1	1	35	13	54	2	1	1						
1936.....	1		5	1		1				1	1		9	1	12	1	1		18	10	25	2	2	1
1937.....	1		8	5	1	4	1	1	3				12	7	21	1	1		22	8	36	5	3	2
1938.....	4		4	4	2	2	1		1				4	1	6	1	1		19	8	22	4	1	3
Totals..	29	6	60	35	16	20	10	10	8	6	4	2	160	66	223	26	15	11	59	26	83	11	6	6

Year	Watchman						Unprotected						Total motors			Total others			Grand totals		
	Motor			Other			Motor			Other											
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	5	1	12	1		1	233	63	358	26	11	19	280	84	428	37	13	29	317	97	457
1932.....	3	2	1				176	47	226	32	18	30	212	71	281	42	25	33	254	96	294
1933.....	3	3	1				165	50	228	20	9	12	189	58	243	31	17	15	220	75	288
1934.....	4	1	4	1	1		147	52	204	18	12	9	182	63	245	32	18	17	214	81	262
1935.....	3		4	2	1	1	171	85	223	18	7	15	213	100	285	29	14	19	242	114	304
1936.....					1		186	88	304	23	10	18	214	99	346	29	14	21	243	113	367
1937.....	5	1	10				226	88	319	8	4	8	267	105	397	19	9	14	286	114	411
1938.....	3	1	4				188	76	247	14	6	11	219	86	284	23	10	16	242	96	300
Totals..	26	9	36	5	2	3	1,492	549	2,109	159	77	122	1,776	666	2,519	242	120	164	2,018	786	2,683

Eight year period	Gates			Lightning flash signal			Bell			Bell and wig-wag			Watchman			Unprotected			Grand total		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Motor.....	29	6	60	10	10	8	160	66	223	59	26	83	26	9	36	1,492	549	2,109	1,776	666	2,519
Other.....	35	16	20	6	4	2	26	15	11	11	6	6	5	2	3	159	77	122	242	120	164
Totals..	64	22	80	16	14	10	186	81	234	70	32	89	31	11	39	1,651	626	2,231	2,018	786	2,683

STATEMENT No. 16.—Summary of all highway crossing accidents for eight year period ended December 31, 1938

	1931			1932			1933			1934			1935			1936			1937			1938			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Accidents	Killed	Injured
Prince Edward Island.....	2	.....	6	.....	.....	.....	3	1	3	2	2	1	1	.....	2	1	1	.....	3	.....	4	.....	.....	.....	12	4	16
Nova Scotia.....	15	6	13	10	2	15	8	1	13	6	2	7	8	6	9	7	.....	9	18	8	34	12	5	13	84	30	113
New Brunswick.....	9	7	16	8	2	10	6	.....	10	10	9	11	5	2	4	12	3	19	11	3	14	9	1	16	70	27	100
Quebec.....	63	18	91	42	21	53	46	11	60	35	16	39	43	26	59	43	35	72	49	15	77	43	29	56	364	171	507
Ontario.....	160	55	242	147	63	156	108	41	141	119	42	140	130	63	166	118	47	171	138	62	191	106	47	120	1,026	420	1,327
Manitoba.....	21	4	27	8	1	14	9	3	14	11	1	12	11	8	11	18	4	27	17	8	23	13	2	17	108	31	145
Saskatchewan.....	17	4	20	16	3	22	13	3	18	10	4	16	12	5	15	16	11	25	14	8	16	24	7	34	122	45	166
Alberta.....	15	1	22	14	4	12	19	12	24	16	1	29	11	1	12	15	10	22	22	8	33	22	5	22	134	42	176
British Columbia.....	15	2	20	9	.....	12	8	3	5	5	4	7	21	3	26	13	2	22	14	2	19	13	.....	22	98	16	133
Totals.....	317	97	457	254	96	294	220	75	288	214	81	262	242	114	304	243	113	367	286	114	411	242	96	300	2,018	786	2,683



STATEMENT No. 17.—Summary of all highway crossing accidents for eight-year period ended December 31, 1938, showing separately motor vehicle accidents and "others"

	1931			1932		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	280	84	428	212	71	261
Others.....	37	13	29	42	25	33
Totals.....	317	97	457	254	96	294
	1933			1934		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	189	58	273	182	63	245
Others.....	31	17	15	32	18	17
Totals.....	220	75	288	214	81	262
	1935			1936		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	213	100	285	214	99	346
Others.....	29	14	19	29	14	21
Totals.....	242	114	304	243	113	367
	1937			1938		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	267	105	397	219	86	284
Others.....	19	9	14	23	10	16
Totals.....	286	114	411	242	96	300

## GRAND TOTALS

	Accidents	Killed	Injured
1931.....	317	97	457
1932.....	254	96	294
1933.....	220	75	288
1934.....	214	81	262
1935.....	242	114	304
1936.....	243	113	367
1937.....	286	114	411
1938.....	242	96	300
Totals.....	2,018	786	2,683

STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1938

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
31731	27401-80	Jan. 11	6 10 p.m.	C.P.R.	Andover Station, 1.04 miles north, N.B.			Unprotected	Auto.
31732	27401-81	Jan. 13	1 00 a.m.	C.P.R.	West Saint John, Union Street, N.B.		2	Unprotected	Taxi.
31661	9437-1086	Jan. 3	12 15 a.m.	C.N.R.	St. Hubert Station, 1st west of, Que.	1	5	Bell & Wag.	Auto.
31723	9437-346	Jan. 18	5 07 p.m.	C.N.R.	St. Hyacinthe, Laframboise St., Que.		2	Wag.	Auto.
31762	26711-441	Jan. 18	5 03 p.m.	C.N.R.	St. Thomas, 2.61 miles west of, Ont.	1		Unprotected	Auto.
31711	26711-80	Jan. 16	2 10 a.m.	C.N.R.	Port Colborne, Fraser St., Ont.	2		Unprotected	Auto.
31750	26711-118	Jan. 16	11 00 p.m.	C.N.R.	Alandale, 1st north (Essa Road), Ont.		1	Gates.	Truck.
31724	26711-645	Jan. 14	8 55 a.m.	C.N.R.	Kupuskasing, 1st west of, Ont.		2	Unprotected	Truck.
31743	1558-3	Jan. 14	7 20 a.m.	C.N.R.	Ferry Sound Station, Church St., Ont.		1	Unprotected	Truck.
31682	26711-615	Jan. 11	2 56 p.m.	C.N.R.	St. Williams, 1st crossing west, Ont.		1	Unprotected	Truck.
31790	9437-244	Jan. 31	9 15 p.m.	C.N.R.	Glencoe, Windsor Rd., mile 7.85, Ont.		2	Unprotected	Truck.
31760	9437-772	Jan. 20	8 50 p.m.	C.P.R.	Clarksburg, Windsor Rd., mile 30-2, Ont.		1	Unprotected	Truck.
31712	26727-729	Jan. 27	10 15 p.m.	C.P.R.	Sault Ste. Marie, Bruce St., Ont.		2	Unprotected	Truck.
31663	29090-19	Jan. 27	11 30 a.m.	C.P.R.	Kitchener, Lochiel Street, Ont.		1	Unprotected	Truck.
31780	35460-9	Jan. 27	3 10 p.m.	G.R.R.	Kitchener, 2 miles south, Shantz Crossing, Ont.		3	Unprotected	Truck.
31761	27929-55	Jan. 17	12 43 p.m.	G.R.R.	Speedsville, Hespeler Rd., mile 2-5, Ont.		1	Unprotected	Truck.
31753	21061	Jan. 25	6 15 a.m.	P.M.R.	Pelton, 1 mile west of, Ont.	1		Unprotected	Auto.
31752	27467-151	Jan. 20	21 10 k.	C.N.R.	Pelton, 1 mile west of, Ont.		1	Unprotected	Taxi.
		Jan. 25	5 40 p.m.	C.N.R.	Rhein Rd., mileage 13-8, Sask.		1	Unprotected	Horse-drawn Vehicle.
31751	27467-150	Jan. 13	11 25 a.m.	C.N.R.	Duck Lake Rd., mileage 37-9, Sask.		1	Unprotected	Truck.
31859	28300-21	Feb. 21	12 56 p.m.	D.A.R.	Bridgetown, 1st east of Station, N.S.	1		Unprotected	Truck.
31799	33229-66	Feb. 3	1 22 a.m.	C.N.R.	St. Leonard Station, east end of, N.B.		1	Bell.	Auto.
31796	33229-109	Feb. 2	2 15 p.m.	C.N.R.	Elgin Rd. Station, 2-6, Oakhill Crossing, N.B.		2	Unprotected	Auto.
31758	33229-24	Feb. 5	1 15 p.m.	C.N.R.	Hampton Station, 1st crossing east of, N.B.	1		Unprotected	Pedestrian.
31758	26782-272	Feb. 8	3 45 p.m.	C.N.R.	La Prairie, 1st crossing north, Que.		3	Unprotected	Auto.
31848	26711-70	Feb. 20	2 30 a.m.	C.N.R.	East Windsor, McLeod Crossing, Ont.		1	Unprotected	Auto.
31816	26711-662	Feb. 24	2 35 a.m.	C.N.R.	Port Colborne, Welland Street, Ont.		3	Unprotected	Auto.
31789	26711-95	Feb. 9	1 50 a.m.	C.N.R.	Markham, 1st crossing east, Ont.		1	Unprotected	Auto.
31860	9437-1238	Feb. 26	3 22 p.m.	C.N.R.	Stoney Creek, 1 mile west, Ont.		1	Unprotected	Truck.
31767	9437-281	Feb. 8	2 55 a.m.	C.P.R.	Chatham, King Street, Ont.		1	Bell & Wag.	Auto.
31835	24316	Feb. 15	9 36 a.m.	C.P.R.	North Bay, Galt Street, Ont.		2	Wag.	Truck.
31831	26727-407	Feb. 28	12 19 a.m.	C.P.R.	Copper Cliff Station, Crossing West, Ont.		2	Wag.	Auto.
31785	Case 4760	Feb. 8	3 15 p.m.	M.C.R.	Welland, South Main Street, Ont.	2		Unprotected	Pedestrian.
31791	9415	Feb. 9	8 03 p.m.	M.C.R.	West Lorne, Graham Street, Ont.		1	Gates.	Pedestrian.
31845	15499-74	Feb. 25	11 07 p.m.	P.M.R.	St. Thomas, Wilson Avenue, Ont.		1	Bell & Wag.	Pedestrian.
31823	27811-128	Feb. 21	14 04 k.	C.P.R.	Alberta Central Rd., mile 24-9, Alta.		1	Unprotected	Auto.
31763	28786-33	Feb. 4	4 10 p.m.	C.N.R.	Three Hills Rd., mile 123-06, Alta.		1	Unprotected	Auto.
31824	27073-90	Feb. 20	22 15 k.	C.P.R.	Pentticon, Eckhardt Avenue, B.C.		2	Unprotected	Truck.
31784	30281-6	Feb. 4	10 08 k.	C.P.R.	Vancouver, Salisbury Drive, B.C.		2	Unprotected	Auto.
31917	27218-27	Mar. 21	2 40 p.m.	C.N.R.	Sydney, Kings Road, N.S.	2		Unprotected	Truck.
31930	9437-967	Mar. 28	6 10 p.m.	C.N.R.	Peterboro, Hunter Street, Ont.		1	Bell & Wag.	Pedestrian.
31871	26711-497	Mar. 9	13 30 k.	C.N.R.	Pinewood, 1st crossing west of Station, Ont.		1	Wag.	Auto.
31844	26711-647	Mar. 2	9 50 a.m.	C.N.R.	Stratford, Lorne Avenue, Ont.	4		Unprotected	Auto.

STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1938—*Continued*

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
31855	26711-648	Mar. 3	3 12 p.m.	C.N.R.	Kapuskasing Station, 4th crossing east, Ont.	1	1	Unprotected.	Truck.
31904	9437-715	Mar. 27	2 25 a.m.	C.P.R.	Chatham Station, 1-97 miles east, Ont.		1	Bell & Wig.	Auto.
31905	26727-428	Mar. 28	1 45 p.m.	C.P.R.	Bothwell Station, 2-17 miles west, Ont.		1	Unprotected.	Auto.
31908	27467-153	Mar. 17	14 50 k.	C.N.R.	Chelan Sd., mileage 22-3, Sask.		1	Unprotected.	Truck.
31926	27811-129	Mar. 12	9 20 k.	C.P.R.	Chelan, 1-40 miles west, Alta.	1		Unprotected.	Truck.
31926	27811-130	Mar. 29	7 40 k.	C.P.R.	Langdon, 3 mile east, Alta.		1	Unprotected.	Truck.
32042	9437-1129	Apr. 29	8 40 a.m.	D.A.R.	Port Williams Station, 1st west, N.S.		1	Unprotected.	Truck.
31979	7843	Apr. 25	8 20 p.m.	C.N.R.	Moultre, Rose de Lima Street, Que.	1		Gates.	Pedestrian.
31969	1207-36	Apr. 23	4 22 p.m.	M. & S.C.	Rouville Station, 2nd east, Que.	1	1	Unprotected.	Auto.
31944	1207-30	Apr. 2	10 25 a.m.	M. & S.C.	Greenfield Park, Devonshire Road, Que.	1	1	Unprotected.	Auto.
31920	9437-157	Apr. 6	11 12 a.m.	C.N.R.	London, Ridout Street, Ont.	1	1	Gates.	Pedestrian.
32027	9437-558	Apr. 17	5 50 p.m.	C.N.R.	Renfrew, Argyle Street, Ont.		1	Bell.	Auto.
31943	9437-552	Apr. 15	9 17 p.m.	C.N.R.	London, Egerton Street, Ont.	1	1	Unprotected.	Auto.
31963	9437-1226	Apr. 27	1 20 p.m.	C.N.R.	Stamford, Portage Road, Ont.	5	1	Unprotected.	Auto.
32062	26842-57	Apr. 29	11 00 p.m.	C.N.R.	Stamford Station, 1st north, Ont.		1	Unprotected.	Auto.
32016	2-802-13	April 30	1 30 p.m.	C.N.R.	Stamford Station, just west, Ont.		1	Unprotected.	Auto.
32014	26744-110	April 19	8 10 a.m.	C.N.R.	Rapid City Sd., 4 poles east of mileage 0-37, Man.		3	Unprotected.	Auto.
32062	9437-872	April 19	8 15 k.	C.N.R.	Transcona Station, 1st crossing east, Man.		3	Unprotected.	Truck.
32062	27467-102	April 28	10 45 k.	C.N.R.	Rosetown Sd., mileage 103 1/4 Sask.		1	Unprotected.	Auto.
31957	989-2	April 9	7 26 k.	C.P.R.	Regina, Elphinstone Street, Sask.	1		Bell & Wig.	Pedestrian.
32088	14001	May 30	7 48 a.m.	C.N.R.	Montreal, Canning Street, Que.		1	Gates.	Pedestrian.
32087	26782-144	May 30	7 54 a.m.	C.N.R.	Heberville Station, 1st crossing south, Que.	1		Unprotected.	Auto.
32088	27156-225	May 14	5 02 p.m.	C.P.R.	Cedar Park, east of, Que.	1		Unprotected.	Auto.
32053	27156-161	May 8	8 05 p.m.	C.P.R.	Strathmore Station, east of, Que.	2		Unprotected.	Auto.
32061	27156-40	May 18	9 25 p.m.	C.P.R.	Quebec, Marie de l'Incarnation St., Que.		2	Unprotected.	Truck.
32062	26711-650	May 18	1 36 p.m.	C.N.R.	Maynooth Sd., mileage 11-20, Bells Crossing, Ont.		2	Unprotected.	Horse-Drawn Vehicle.
32084	3561-23	May 10	5 25 p.m.	C.N.R.	Bell's Corners Station, 1st crossing east, Ont.		2	Unprotected.	Truck.
32085	26727-159	May 16	11 22 a.m.	C.P.R.	Port Hope, Roselawn Avenue, Ont.		1	Unprotected.	Truck.
32085	9437-1080	May 12	11 30 a.m.	C.P.R.	Dundalk, Main Street, Ont.		1	Unprotected.	Truck.
32018	27467-154	May 6	11 52 k.	C.N.R.	Winipeg, Waller Avenue, Man.		1	Unprotected.	Truck.
32063	27811-131	May 13	14 50 k.	C.N.R.	Cactus Lake Station, 1st crossing west, Sask.		1	Unprotected.	Auto.
32063	27811-131	May 13	14 50 k.	C.N.R.	Woodhouse, 0-01 of a mile south, Sask.		1	Unprotected.	Auto.
32090	27811-132	May 28	13 30 k.	C.P.R.	Buderheim, 0-1 mile east, Alta.	1		Unprotected.	Auto.
32090	27811-132	May 27	20 52 k.	C.P.R.	Taber Sd., mileage 102-64, Alta.		1	Unprotected.	Truck.
32058	27073-112	May 13	12 40 k.	C.P.R.	Revelstoke, McKenzie Avenue, B.C.		1	Unprotected.	Truck.
32141	27401-82	June 4	8 45 a.m.	C.P.R.	Bristol Station, 0-6 of a mile south, N.B.		2	Unprotected.	Truck.
32137	26782-273	June 6	3 10 p.m.	C.N.R.	Monks Station, 2nd crossing west, Que.	1		Unprotected.	Truck.
32093	26765-160	June 3	3 50 p.m.	C.N.R.	Prescott, 0-3 of a mile east, Ont.		1	Bell & Wig.	Auto.
32097	26711-651	June 2	11 28 a.m.	C.N.R.	Norwich Station, 1st crossing east, Ont.	1		Unprotected.	Auto.
32211	26711-652	June 29	6 15 a.m.	C.N.R.	Ingersoll, McKeand Street, Ont.		1	Unprotected.	Pedestrian.
32156	26711-652	June 21	4 28 a.m.	C.N.R.	Ingersoll, McKeand Street, Ont.	1		Unprotected.	Pedestrian.
32137	26727-27	June 9	10 25 p.m.	C.P.R.	Sault Ste. Marie, Huron Street, Ont.		2	Unprotected.	Auto.
32130	9437-696	June 19	12 50 a.m.	C.P.R.	Tilbury Station, crossing east of, Ont.		1	Unprotected.	Auto.
32204	26727-430	June 27	1 30 p.m.	C.P.R.	Zorra Station, 3-56 miles east, Ont.		1	Unprotected.	Auto.
32103	27365-108	June 4	20 03 k.	C.P.R.	Austin Station, 1st crossing east, Man.	2		Unprotected.	Auto.



26807-122	June 28	10 48 k.	C.P.R. E. & N.	McTaggart Station, 1st crossing north, Sask.	1	Unprotected.	Auto.
32160	June 6	13 47 k.	C.P.R.	Nanaimo, Comox Road, B.C.	3	Bel.	Truck.
32161	June 6	16 30 k.	C.P.R.	Rossland, Spokane Street and Kootenay Avenue, B.C.	1	Unprotected.	Auto.
32162	June 21	18 37 k.	C.P.R.	Cootland, Slaughteress Street, B.C.	1	Unprotected.	Truck.
32163	June 6	11 46 a.m.	E. & N.	Craig Station, 1st crossing south, B.C.	2	Unprotected.	Auto.
32164	June 6	11 46 a.m.	E. & N.	Grande Ligne, 1st crossing south, Que.	2	Unprotected.	Auto.
32212	July 17	14 40 a.m.	C.P.R.	Quebec, Henderson Street, Que.	1	Unprotected.	Vehicle.
32239	July 14	10 05 p.m.	C.N.R.	Myrtle, Port Perry Rd., mile 11.05, Ont.	1	Unprotected.	Auto.
32337	July 18	9 30 a.m.	C.N.R.	Marketon Station, west of, Ont.	1	Unprotected.	Auto.
32342	July 12	10 52 a.m.	C.N.R.	Port Robinson, 1st crossing west, Ont.	1	Unprotected.	Auto.
32284	July 20	5 22 a.m.	C.N.R.	Craigville Station, 1st crossing south, Ont.	1	Unprotected.	Auto.
32292	July 9	2 13 p.m.	C.N.R.	Tillemburg, Fourth Street, Ont.	2	Unprotected.	Auto.
32278	July 1	12 05 p.m.	C.N.R.	Stratford, Lorne Avenue, Ont.	2	Unprotected.	Auto.
32221	July 6	18 20 p.m.	C.N.R.	Port Colborne, Steele Street, Ont.	1	Unprotected.	Auto.
32205	July 20	12 01 p.m.	C.N.R.	Vandort, 2nd crossing north, Ont.	2	Unprotected.	Auto.
32316	July 26	7 18 p.m.	C.N.R.	Cardiac Station, 1st crossing west, Ont.	1	Unprotected.	Auto.
32277	July 31	10 00 p.m.	C.N.R.	Winipeg, William Avenue, Man.	1	Unprotected.	Auto.
32294	July 28	9 30 k.	C.N.R.	Brantford, Eagle Avenue, Ont.	1	Unprotected.	Auto.
32293	July 12	12 25 p.m.	T.H. & B.	Charley Station, 1st crossing 3 miles west, Sask.	1	Unprotected.	Auto.
32220	July 28	10 23 k.	C.N.R.	Vegreville Station, 1st crossing 4 miles west, Sask.	3	Unprotected.	Auto.
32263	July 20	13 50 k.	C.N.R.	Calgary, Eighth Street East, Alta.	1	Unprotected.	Tractor.
32265	July 21	13 50 k.	C.N.R.	Calgary, Eighth Street East, Alta.	1	Unprotected.	Tractor.
32198	July 6	16 05 k.	C.P.R.	Victoria, Lomb Street, B.C.	1	Unprotected.	Truck.
32230	July 8	8 00 k.	C.N.R.	Vancouver, Sixth Avenue and Maple Street, B.C.	1	Unprotected.	Truck.
32260	July 11	18 40 k.	B.C.E.	Vancouver, Sixth Avenue and Maple Street, B.C.	1	Unprotected.	Truck.
32350	Aug. 10	12 48 p.m.	C.N.R.	Liverpool Station, west of, N.S.	2	Wag.	Auto.
32272	Aug. 2	3 52 p.m.	C.N.R.	Ville St. Pierre, Fifth Avenue, Que.	1	Unprotected.	Auto.
32300	Aug. 21	6 20 a.m.	C.N.R.	St. Eustache Station, 1st crossing south, Que.	2	Wag.	Auto.
32175	Aug. 18	6 00 a.m.	C.N.R.	Chamford Station, 2nd crossing west, Que.	1	Unprotected.	Auto.
32315	Aug. 6	2 44 p.m.	C.N.R.	Port Daniel, 2nd crossing east, Que.	5	Unprotected.	Auto.
32308	Aug. 13	4 45 p.m.	C.P.R.	Cowansville, South Street, Que.	1	Unprotected.	Auto.
32307	Aug. 12	2 20 p.m.	C.P.R.	Abrams Station, south of, Que.	2	Unprotected.	Auto.
32358	Aug. 25	4 10 p.m.	C.P.R.	Lavaltrie Station, east of, Que.	1	Unprotected.	Truck.
32373	Aug. 23	1 58 p.m.	C.N.R.	Hamilton, Cannon St. and Ferguson Avenue, Ont.	1	Unprotected.	Truck.
32418	Aug. 31	2 47 p.m.	C.N.R.	Bracebridge Station, 2nd crossing south, Ont.	1	Unprotected.	Truck.
32452	Aug. 31	4 30 p.m.	C.P.R.	Peterboro Station, 2.5 miles west, Ont.	1	Unprotected.	Auto.
32437	Aug. 10	4 00 p.m.	P.M.R.	Wallace Station, Wallace Street, Ont.	2	Unprotected.	Auto.
32297	Aug. 10	11 52 k.	C.P.R.	Napinka Station, 4th crossing east, Man.	2	Unprotected.	Auto.
32298	Aug. 6	8 36 a.m.	C.N.R.	Birch Hills, Tisdale Rd., mile 135-6, Sask.	2	Unprotected.	Auto.
32473	Sept. 18	9 12 p.m.	C.N.R.	Sydney Rd., mile 79-95, N.S.	1	Unprotected.	Horse-drawn vehicle.
32463	Sept. 7	5 15 p.m.	C.N.R.	Scotia Rd., mile 3-78, Marshall's Crossing, N.S.	1	Unprotected.	Auto.
32469	Sept. 15	3 50 p.m.	C.N.R.	Benton Station, south of, N.B.	1	Unprotected.	Truck.
32576	Sept. 16	6 50 a.m.	C.N.R.	Lac Aux Sablons Station, 1st crossing east, Que.	2	Unprotected.	Truck.
32482	Sept. 26	10 41 p.m.	C.N.R.	L'Islet Station, 1st crossing east, Que.	2	Unprotected.	Auto.
32520	Sept. 19	1 05 p.m.	C.N.R.	St. Philomene, 1st crossing north, Que.	1	Unprotected.	Auto.
32484	Sept. 6	11 07 a.m.	C.N.R.	St. Augustine Station, 2nd crossing east, Que.	1	Unprotected.	Truck.
32504	Sept. 22	4 45 p.m.	C.P.R.	Cooksburg, Megantic Rd., mile 47-4, Que.	1	Unprotected.	Auto.
32382	Sept. 2	10 35 p.m.	C.P.R.	Magog Station, 2.25 miles west, Ont.	1	Unprotected.	Auto.
32462	Sept. 1	1 53 a.m.	C.N.R.	Harrow Smith, 1st crossing east, Ont.	2	Unprotected.	Auto.
32467	Sept. 22	8 05 a.m.	C.N.R.	Toronto, Pottery Road, Ont.	1	Unprotected.	Auto.
32500	Sept. 23	9 25 a.m.	C.N.R.	Glasgow Station, 2nd Crossing west, Ont.	1	Unprotected.	Auto.
32417	Sept. 9	7 15 a.m.	C.N.R.	Moose Creek, 2nd crossing west, Ont.	1	Unprotected.	Auto.
32476	Sept. 29	10 08 a.m.	C.P.R.	MacTier Rd., mile 9-95, Topper's Crossing, Ont.	2	Unprotected.	Truck.
32495	Sept. 6	8 45 p.m.	C.P.R.	Rox Station, 1.6 miles east, Ont.	1	Unprotected.	Auto.
32444	Sept. 10	10 50 a.m.	C.P.R.	Hurdman Station, 11 of a mile south, Ont.	1	Unprotected.	Auto.
32387	Sept. 1	9 58 a.m.	C.P.R.	Sturton Station, 1-21 miles east, Ont.	2	Unprotected.	Truck.
32453	Sept. 27	8 30 a.m.	C.P.R.	Sudbury, Kelly Road, west of, Ont.	2	Unprotected.	Truck.

STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1938—*Continued*

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
32409	26842-118	Sept. 1	6 30 a.m.	M.C.R.	Lythmore, 1st crossing east, Ont.				
32439	27402-3	Sept. 8	1 20 p.m.	T.H. & B.	Hamilton, Main Street and Gage Avenue, Ont.		1	1 Bell & Wag.	Truck.
32478	26744-112	Sept. 15	5 10 p.m.	C.N.R.	Rosburn Sd., mile. 19-2, Man.		2	wag.	Pedestrian.
32481	27366-110	Sept. 13	12 14 k.	C.P.R.	Carberry Station, 1st crossing east, Man.		2	Unprotected.	Auto.
32494	9437-906	Sept. 29	10 15 p.m.	C.P.R.	Minnetosa, Main Street, Man.		2	Unprotected.	Auto.
32440	27467-158	Sept. 12	11 30 k.	C.N.R.	Kuroki Station, 20 Poles East, Sask.		1	Unprotected.	Auto.
32419	27467-157	Sept. 2	9 37 k.	C.N.R.	Forgan, 8 Poles East, Sask.		1	Unprotected.	Truck.
32421	26807-124	Sept. 6	11 18 k.	C.P.R.	Welford Sd., mile. 15, Sask.		2	Unprotected.	Auto.
32495	12833	Sept. 22	4 55 p.m.	C.P.R.	Portal Sd., mile. 35-2, Sask.		4	Unprotected.	Auto.
32446	30009	Sept. 25	24 31 k.	C.P.R.	Maple Creek Sd., mile. 34-3, Sask.	2	Unprotected.	Auto.	
32462	26807-123	Sept. 27	12 09 p.m.	C.P.R.	Bulyea Station, 1st crossing north, Sask.		2	Unprotected.	Truck.
32467	28786-111	Sept. 17	16 05 k.	C.N.R.	Camrose Sd., mile. 45-90, Alta.		2	Unprotected.	Auto.
32441	27811-133	Sept. 20	2 00 a.m.	C.P.R.	Taber Sd., mile. 22-68, Alta.		1	Unprotected.	Auto.
32615	27218-137	Oct. 28	7 45 a.m.	C.N.R.	Dalhousie Station, Middleton Sd., mile. 31-83, N.S.		1	Unprotected.	Truck.
32565	27218-136	Oct. 11	9 40 a.m.	C.N.R.	New Germany Station, 1st crossing south, N.S.		1	Unprotected.	Truck.
32564	27401-44	Oct. 7	12 07 p.m.	C.N.R.	St. George Station, 1-40 miles west, N.B.		1	Unprotected.	Auto.
32562	26782-275	Oct. 9	6 00 p.m.	C.N.R.	St. Eleuthere Station, 1st crossing 400 feet east, Que.		2	Unprotected.	Auto.
32583	26782-280	Oct. 19	9 55 p.m.	C.N.R.	Garneau Station, 1st crossing west, Que.		3	Unprotected.	Truck.
32513	9437-934	Oct. 9	3 30 a.m.	C.P.R.	Magog, Main Street, Que.		3	Unprotected.	Auto.
32521	27156-208	Oct. 14	8 40 p.m.	C.P.R.	Drummondville, Convent Street, Que.		3	Unprotected.	Auto.
32516	27156-23	Oct. 19	12 10 p.m.	C.P.R.	Pacuin, 1st crossing north, Que.	5	5	Unprotected.	Auto.
32503	29888-1	Oct. 31	11 17 a.m.	C.P.R.	Yamachiche Station, 2 miles east, Que.	5	5	Unprotected.	Auto.
32600	27156-84	Oct. 31	9 36 a.m.	C.P.R.	St. Johns, Champlain Street, Que.	1	1	Unprotected.	Truck.
32505	26765-216	Oct. 4	7 20 p.m.	C.N.R.	Cainsville Station, 1st crossing east, Ont.		3	1 Bell & Wag.	Auto.
32582	30982	Oct. 29	3 17 p.m.	C.N.R.	Long Branch, Kingsbury Avenue, Ont.		2	wag.	Truck.
32488	26711-658	Oct. 3	1 50 p.m.	C.N.R.	Clavering, 1st crossing north, Ont.	1	1	wag.	Truck.
32515	26711-660	Oct. 13	10 06 a.m.	C.N.R.	Denfield, 1 mile north, Ont.	5	5	Unprotected.	Auto.
32599	26711-329	Oct. 24	5 25 k.	C.N.R.	Port William, Arthur Street, Ont.		2	Unprotected.	Auto.
32680	26765-256	Oct. 25	5 55 p.m.	C.N.R.	Peterboro, Water Street, Ont.	1	1	Unprotected.	Truck.
32438	9437-88	Oct. 25	7 30 p.m.	C.N.R.	Port Colborne, Welland Street, Ont.		1	Unprotected.	Auto.
32590	26711-661	Oct. 26	7 12 p.m.	C.N.R.	Stoney Point Station, 410 feet east, Ont.	5	5	Unprotected.	Auto.
32556	26727-85	Oct. 26	12 30 a.m.	C.P.R.	Alliston, Victoria Street, Ont.	1	1	wag.	Auto.
32614	26727-437	Oct. 26	1 12 p.m.	C.P.R.	Whitby Station, 2-1 miles east, Ont.		1	Unprotected.	Pedestrian
32540	27231	Oct. 29	2 40 a.m.	N. St.C. & T.	Niagara Falls, Stanley Street, Ont.		2	1 Bell & Wag.	Auto.
32602	26842-26	Oct. 27	1 45 p.m.	M.C.R.	Oil City, 1st crossing west, Ont.		1	wag.	Auto.
32603	27292-29	Oct. 28	6 45 p.m.	P.M.R.	Wheatley Station, 1st crossing east, Ont.		1	Unprotected.	Auto.
32577	16110	Oct. 14	1 50 p.m.	O.E.R.	Westboro, McGee Street, Ont.	1	1	Unprotected.	Auto.
32503	34135	Oct. 5	20 25 k.	C.N.R.	Winnipeg, Water Street, Man.		1	Watchman.	Motorcycle.
32558	26744-113	Oct. 16	22 45 k.	C.N.R.	Glencarm, 1st crossing west, Man.		2	Unprotected.	Auto.
32609	27467-90	Oct. 26	3 00 k.	C.N.R.	Saskatoon, 11th Street, Sask.		4	Unprotected.	Auto.
32654	27467-159	Oct. 16	10 35 k.	C.N.R.	Oyen Sd., mileage 37-2, Sask.		1	Unprotected.	Auto.

32570	26907-67	Oct. 13	16 45 k.	C.P.R.	Woodrow Station, 1st crossing east, Sask.	1	Unprotected.	Auto.
32549	28786-112	Oct. 18	15 57 k.	C.N.R.	Unity St., mile 139-49, Alta.	1	Unprotected.	Auto.
32591	28786-103	Oct. 18	21 03 k.	C.N.R.	Canrose St., mile 2-27, Alta.	5	Unprotected.	Truck.
32587	28786-103	Oct. 28	3 39 k.	C.N.R.	Vancouver St., mile 128-67, Alta.	1	Unprotected.	Truck.
32532	27811-134	Oct. 8	19 42 k.	C.P.R.	Carmanag Station, south of, Alta.	1	Unprotected.	Auto.
32514	20133-1	Oct. 8	19 55 k.	C.P.R.	Vancouver, Heatley Avenue, B.C.	2	Unprotected.	Auto.
32667	29552	Oct. 31	8 35 k.	C.P.R.	Rainpart, just west of, B.C.	3	Unprotected.	Auto.
32559	30051-25	Oct. 10	19 42 k.	C.P.R.	Vancouver, 11 Avenue and right-of-way, B.C.	3	Unprotected.	Auto.
32531	27073-115	Oct. 7	13 57 k.	E. & N.	Nanaimo Station, 2nd crossing north, B.C.	1	Unprotected.	Truck.
32666	33229-111	Nov. 7	8 30 a.m.	C.N.R.	Bathurst St., mile 151-8, N.B.	1	Unprotected.	Auto.
32923	26782-281	Nov. 12	1 30 a.m.	C.N.R.	Jonguevis Station, Ste. Jean Baptiste Crossing, Que.	2	Unprotected.	Auto.
32951	26782-222	Nov. 22	8 45 a.m.	C.P.R.	Valeo Station, 1st crossing east, Chambly Road, Que.	2	Unprotected.	Bus.
32620	9437-323	Nov. 21	8 50 a.m.	C.P.R.	Valeo Station, 1st crossing west, Que.	1	Unprotected.	Auto.
32652	26082	Nov. 24	7 05 p.m.	C.P.R.	Three Rivers, St. Maurice Crossing, Que.	3	wag.	Auto.
32616	27156-229	Nov. 5	3 50 p.m.	C.P.R.	St. Maurice Station, 1 1/2 miles east, Que.	1	Unprotected.	Truck.
32598	27156-88	Nov. 13	8 41 p.m.	C.P.R.	St. Vincent de Paul, 1st crossing east, Que.	4	Unprotected.	Truck.
32622	26727-433	Nov. 4	4 20 p.m.	C.P.R.	Newbury Station, 1-89 miles west, Ont.	2	Unprotected.	Auto.
32740	26711-665	Nov. 29	4 02 a.m.	C.N.R.	Garrison Junction, 1st crossing north, Ont.	1	Unprotected.	Auto.
32681	9437-388	Nov. 23	12 25 p.m.	C.N.R.	Drew Station, 1st crossing south, Ont.	2	Unprotected.	Auto.
32668	26711-664	Nov. 15	5 20 p.m.	C.N.R.	Fenelon Falls, Haliburton St., mile 14-20, Ont.	1	Unprotected.	Auto.
32712	33410-1	Nov. 29	10 07 a.m.	C.N.R.	Stoutville, 1st crossing west, Ont.	1	Unprotected.	Auto.
32685	9437-1241	Nov. 11	6 40 p.m.	C.N.R.	Galt, Kerr Street, Ont.	1	Unprotected.	Bicycle.
32610	27802-12	Nov. 9	3 55 p.m.	T.H. & B.	St. Anns, 2nd crossing west, Ont.	2	Unprotected.	Auto.
32699	27802-9	Nov. 28	2 30 p.m.	T.H. & B.	Hamilton, Gage Avenue, Ont.	3	wag.	Auto.
32595	24178	Nov. 5	10 25 p.m.	C.N.R.	St. Boniface, Provancher Avenue, Man.	1	Lighting	Auto.
32653	26744-114	Nov. 15	24 15 k.	C.N.R.	Gladstone St., mile 53-6, Man.	1	Flash.	Auto.
32684	27467-65	Nov. 26	23 20 k.	C.N.R.	Bienfait, 3/4 mile west, Sask.	4	Unprotected.	Auto.
32683	30762-186	Nov. 28	14 25 k.	C.P.R.	Pinto Station, South of, Sask.	1	Unprotected.	Truck.
32678	28786-113	Nov. 24	8 45 k.	C.N.R.	Three Hills St., mile 61-8, Alta.	1	Unprotected.	Truck.
32621	28786-22	Nov. 5	23 13 k.	C.N.R.	Drumheller St., mile 52-8, Alta.	1	Unprotected.	Truck.
32679	618-27-1	Nov. 7	23 15 k.	C.P.R.	Carmanag St., mile 0-3, Alta.	1	Unprotected.	Auto.
32682	27811-14	Nov. 30	18 20 k.	C.P.R.	Carmanag Station, east of, Alta.	1	Unprotected.	Auto.
32619	27811-135	Nov. 11	17 30 k.	C.P.R.	Kneehill Station, south of, Alta.	1	Unprotected.	Truck.
70809	27811-135	Dec. 26	9 55 p.m.	C.N.R.	Sydney, Ferry Street, N.S.	1	Gates	Auto.
32704	27218-65	Dec. 1	6 30 p.m.	C.N.R.	Antigonish, Main Street, N.S.	2	Unprotected.	Auto.
32703	27218-138	Dec. 6	8 35 a.m.	C.N.R.	Florence, east end of station platform, N.S.	1	wag.	Auto.
32738	27218-46	Dec. 16	9 30 p.m.	C.N.R.	Boglemans Crossing, Brantford St., mile 62-72, N.S.	1	Unprotected.	Auto.
32709	12529	Dec. 15	10 25 p.m.	C.P.R.	Quebec, St. Valier Street, Que.	1	Gates	Auto.
32710	27156-230	Dec. 15	9 55 a.m.	C.P.R.	Richmond, 1st crossing north, Que.	1	Unprotected.	Truck.
32746	27652	Dec. 15	4 48 a.m.	C.N.R.	Richmond, 1st crossing east of Station, Que.	1	Unprotected.	Truck.
70775	26711-665	Dec. 16	2 45 p.m.	C.N.R.	Waubushene, 1st crossing west, Ont.	1	Unprotected.	Auto.
32735	26711-665	Dec. 17	3 30 p.m.	C.N.R.	Peterboro, McDonnell Street, Ont.	2	Unprotected.	Auto.
32727	26711-165	Dec. 19	12 30 a.m.	C.N.R.	St. Thomas, Balacava Street, Ont.	1	Unprotected.	Auto.
70802	9437-244	Dec. 23	7 10 p.m.	C.N.R.	Barcroft, Station Street, Ont.	1	Unprotected.	Auto.
32736	9437-244	Dec. 27	8 35 p.m.	C.N.R.	Mariposa, 1st crossing west, Ont.	1	Unprotected.	Auto.
70773	26727-439	Dec. 16	11 41 a.m.	C.P.R.	Millerton Station, 3rd crossing west, Ont.	1	Unprotected.	Auto.
32720	26727-405	Dec. 19	9 15 a.m.	C.P.R.	Orangeville Station, north of, Ont.	2	Unprotected.	Auto.
32756	26727-205	Dec. 29	1 53 p.m.	C.P.R.	Belle River Station, 500 feet west of, Ont.	1	Unprotected.	Auto.
70794	20794	Dec. 22	1 46 p.m.	O.E.R.	Westboro, Strathcona Avenue, Ont.	1	Unprotected.	Auto.
70810	26842-12	Dec. 26	6 50 p.m.	N.St.C. & T.	Thorold, Stop 10, Welland St., mile 4-86, Ont.	2	Unprotected.	Auto.
32728	26842-12	Dec. 24	7 57 p.m.	M.C.R.	Maidstone, Talbot Road, Ont.	3	Unprotected.	Auto.



STATEMENT No. 18. — Highway crossing accidents for the year ended December 31, 1938—*Concluded*

Inj. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
32729	15496-74	Dec. 7	8 55 p.m.	P.M.R.	St. Thomas, Wilson Avenue, Ont.			Unprotected	Auto.
32660	15635	Dec. 6	8 18 p.m.	L.E. & N.	Brantford, Alfred Street, Ont.		1	Unprotected	Auto.
32698	27467-160	Dec. 3	2 07 k.	C.N.R.	Disley Station, West of, Sask.		1	Unprotected	Auto.
32760	27467-63	Dec. 29	21 05 k.	C.N.R.	Bienfait Sd., mile 16-9, Sask.		3	Unprotected.	Truck.
70848		Dec. 31	4 15 k.	C.N.R.	Prince Albert, 264 Avenue, West, Sask.		1	Unprotected.	Auto.
32734	35798	Dec. 22	21 45 k.	C.P.R.	Medicine Hat, Allowance Avenue, Alta.		1	Gates	Auto.
32733	27811-136	Dec. 24	12 33 k.	C.P.R.	Aldersyde Sd., mile 11-14, Alta.			Unprotected	Auto.
Total Accidents ... 242						96	300		
Totals									

## STATEMENT No. 19.—Contributing factors involved in various classes of crossing accidents for year 1938

## MOTOR VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	93	48	103
Night hours.....	45	25	57
Total.....	138	73	160

## HORSE-DRAWN OR OTHER VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	4		7
Night hours.....	2		2
Total.....	6		9

## PEDESTRIANS STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	12	7	5
Night hours.....	3	2	1
Total.....	15	9	6

## MOTOR VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight hours.....	22	10	26
Night hours.....	41	3	65
Total.....	63	13	91

## ACCIDENTS IN WHICH RAILWAY TRACK CARS INVOLVED

	Accidents	Killed	Injured
Daylight hours.....	19	1	32
Night hours.....	1		2
Total.....	20	1	34

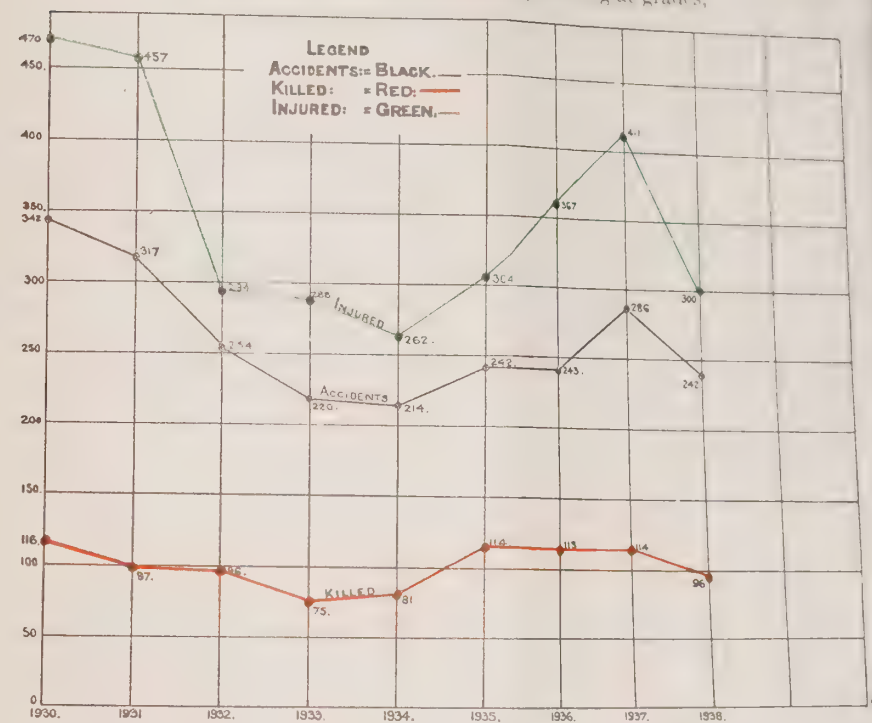
## TOTAL NUMBER OF ACCIDENTS

	Accidents	Killed	Injured
Daylight hours.....	150	66	173
Night hours.....	92	30	127
Grand Total.....	242	96	300

Number of accidents which occurred at crossings protected by Gates..... 8  
 Number of accidents which occurred at crossings protected by Lightning Flash.... 1  
 Number of accidents which occurred at crossings protected by Bell..... 5  
 Number of accidents which occurred at crossings protected by Bell and Wig-wag.. 23  
 Number of accidents which occurred at crossings protected by Watchman..... 3  
 Number of accidents which occurred at crossings Unprotected..... 202

Total..... 242

## STATEMENT No. 20.—Graphic chart showing number of accidents; number killed, and number injured at highway crossing at grades,



## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT No. 21.—Number of freight cars inspected, showing cars defective for the year ended December 31, 1938

Railway	Cars Inspected	Cars Defective
Canadian National.....	42,698	2,185
Canadian Pacific.....	28,216	1,186
Algoma Central and Hudson Bay.....	200	7
British Columbia Electric.....	190	4
Dominion Atlantic.....	15	2
Esquimalt and Nanaimo.....	344	37
Great Northern.....	125	2
London and Port Stanley.....	2	2
Michigan Central.....	2,412	31
Northern Alberta.....	165	.....
New York Central.....	15	.....
Pere Marquette.....	225	2
Sydney and Louisburg.....	228	13
Toronto, Hamilton and Buffalo.....	450	15
Totals.....	75,285	3,486

STATEMENT No. 22.—Defective safety appliances on freight cars reported by the Board's inspectors for the year ended December 31, 1938

## COUPLER AND PARTS, including:

- Broken or worn coupler.
- Guard arm short.
- Knuckle broken, worn or missing.
- Knuckle pin broken, worn, bent, or missing.
- Lock block broken, worn, bent, missing or in-operative.

(Defects 380.)

## HEIGHT OF COUPLERS, including:

- Coupler too high.
- Coupler too low.
- Coupler tie straps loose or missing.
- Carrier irons worn, loose or broken.
- Carrier nuts and bolts broken or missing.

(Defects 869.)

## TRUCK AND SPRING DEFECTS, including:

- Body or truck frictions broken, loose or missing.
- Centre castings worn, broken or loose.
- Truck springs broken or missing.

(Defects 125.)

## UNCOUPLING MECHANISM, including:

- Uncoupling levers broken, bent or loose.
- Uncoupling lever incorrectly applied.
- Uncoupling links broken, loose or missing.
- Uncoupling link kinked and not operative.
- Uncoupling lever brackets broken, bent or loose.
- Uncoupling levers non standard.

(Defects 238.)

## HANDHOLDS, including:

- Handholds broken, bent, loose or missing.
- Handholds incorrectly applied.

(Defects 196.)

## SILL STEPS, including:

- Sill steps broken, bent, loose or missing.
- Sill steps incorrectly applied.

(Defects 193.)

## LADDERS, including:

- Ladders bent, loose or missing.
- Ladders incorrectly applied.
- Ladder round broken, bent, loose or missing.

(Defects 102.)

## RUNNING BOARDS, including:

- Running boards broken, loose or missing.
- Running boards incorrectly applied.
- Running boards with non standard end clearance.
- Broken or loose end or side fascia boards.
- Holes in decking of flat and open-top cars.

(Defects 300.)

## HANDBRAKES, including:

- Defective brakemast, pawls, dogs, ratchet wheels, brake chains and rods, brake pulley wheels, brake wheels or levers.
- Non standard clearance brakemast wheels, including load fouling brakemast wheel.

(Defects 665.)

## AIR BRAKES, including:

- Cylinders and triple valve not cleaned within A.R.A. limit of cleaning.
- Cylinder and triple valve not stencilled with date of cleaning.
- Brakes cut out.

(Defects 533.)

## ALL AIR BRAKE DEFECTS, including:

- Triple valve defective.
- Reservoir defective.
- Cylinder defective.
- Cut-out cock defective.
- Release cock defective.
- Release rod defective.
- Angle cock defective.
- Train pipe defective or loose.
- Train pipe clamps missing.
- Hose defective.
- Hose gasket defective.
- Retaining valve defective or missing.
- Retaining pipe defective or missing.

(Defects 231.)

## SIDE DOORS, ETC., including:

- Side doors loose and protruding from side of cars.
- Miscellaneous.

(Defects 137.)

Total Defects..... 3,969



## STATEMENT No. 23.—Number of locomotives inspected, and number of defects on railways, for the year ended December 31, 1938

Classification	Total Defects
Blow-off cocks.....	31
Brake equipment.....	14
Cabs or cab windows, curtains.....	4
Cab cards.....	1
Coupling or uncoupling devices.....	95
Crossheads, guides, pistons or piston rods.....	12
Draft gear.....	15
Draw gear.....	6
Driving boxes, shoes, wedges or pedestals.....	5
Gauges or gauge fittings, air.....	3
Gauges, steam.....	9
Gauge cocks.....	16
Grate shakers and fire doors.....	2
Handholds.....	64
Injectors and connections.....	29
Lateral motion.....	33
Lights, cab or classification.....	3
Lights, headlight.....	2
Lubricators and appurtenances.....	1
Mudrings.....	3
Pilot or pilot beams.....	4
Rods, main and side, crank pins or collars.....	3
Sanders.....	1
Springs or spring rigging.....	9
Steam pipes.....	3
Steps.....	47
Tender.....	3
Throttle or dry pipes.....	1
Trucks, tender.....	1
Valve motion.....	1
Washout plugs.....	3
Water glass, fittings or shields.....	35
Wheels.....	21
Miscellaneous, signal appliance, badge plates, handbrakes.....	23
Fire protective appliances.....	74
Total Defects.....	577

	Locomotives Inspected
Canadian National.....	4,527
Canadian Pacific.....	3,004
Miscellaneous Railways.....	718
Totals.....	8,249

STATEMENT No. 24.—Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1938

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	2	16	8	12	6	.....	5	1	3	53
Locomotive, Class B fires.....	1	18	5	19	8	.....	5	.....	1	57
Locomotive, Class C fires.....	.....	3	1	.....	6	.....	3	.....	.....	13
Employees, Class A fires.....	1	4	1	.....	5	.....	2	.....	.....	12
Employees, Class B fires.....	1	5	1	2	9	.....	1	.....	.....	21
Employees, Class C fires.....	1	2	.....	2	3	.....	.....	.....	.....	8
Total, Class A fires.....	2	20	9	12	11	.....	7	1	3	65
Total, Class B fires.....	2	23	6	21	17	.....	6	.....	.....	78
Total, Class C fires.....	1	5	1	2	9	.....	3	.....	1	21
Total, all Railway Fires.....	5	48	16	35	37	2	16	1	4	164
<i>Areas burned (acres) —</i>										
Young forest growth.....	.....	262	18	89	85	.....	158	.....	.....	612
Merchantable timber.....	60	1,275	1	8	12	1	7	.....	.....	1,364
Slashing or old burn.....	.....	1	.....	.....	213	.....	.....	.....	.....	214
Other classes of land.....	4	264	18	55	115	.....	339	.....	1	796
Totals.....	64	1,802	37	152	425	1	504	.....	1	2,986
<i>Value of Property destroyed—</i>										
Young forest growth.....	\$	392	\$	31	\$	.....	\$	347	.....	\$ 1,172
Standing timber.....	69	268	75	17	23	1	40	.....	.....	493
Forest products.....	.....	305	.....	.....	73	.....	.....	.....	.....	378
Other property.....	.....	.....	60	51	2,617	.....	15	.....	.....	2,743
Totals.....	69	965	217	99	3,033	1	402	.....	.....	4,786
<i>Known Causes other than Railway—</i>										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.....	1	14	.....	7	13	1	6	.....	2	44
Campers and travellers, Class B fires.....	6	5	1	10	9	.....	2	.....	.....	33

[illegible]



STATEMENT No. 24.—Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1938—*Concluded*

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways (c)	Totals
<i>Value of Property destroyed—</i>										
Young forest growth.....		\$ 2,262		\$ 15	3		\$ 42,160			\$ 44,440
Standing timber.....		20,000		25	42		4,310			24,377
Forest products.....				19					\$ 15	19
Other property.....		15,403					64			15,482
Totals.....		37,665		59	45		46,534		15	84,318

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes the following lines: Nipissing (Central, Sydnay and Lotisburg, Temiscouata and White Pass and Yukon.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.



## APPENDIX "D"

Statement showing total number of applications made to the Board under the various sections of the Railway Act, also complaints and reports filed, for the year ended December 31, 1938

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....	1	1	4	2		3	2	1	1	5	1		21
Rules and Regulations, Secs. 34-281.....			1	1	1		1			1			5
Extension of Time, Sec. 41.....				1									1
General Powers, Sec. 162.....			1										1
Amalgamation Agreements, Secs. 151-153.....							1				1		2
Traffic Agreements, Sec. 154.....					1						1		2
Location of Line, Secs. 167-177.....		1				1				1	1	1	3
Plans, Profiles and B. of Ref., Secs. 168-179.....									2	1			3
Removal of Stations, Sec. 179.....		1				1	1		2				4
Dev. of line, changes and removals, Sec. 178.....	1	1	1	2	1	1	1	4	2		2		14
Mines and Minerals, Secs. 194-198.....						1							1
Stations, Sec. 188.....	1	2	5	1	4	1	2	4	1	4	3	8	35
Station Accommodation, Station Agents.....	3	5	6	7	12	1	2	1	3	3	8	3	54
Appeals to Supreme Court and Governor-in-Council.....	2	2							1	1			3
Internal Economy of the Board.....	1	2	1		1		2	1	1	1	2		13
Branch Lines, Secs. 180-187.....	2	2	4	1	2	4	4	13	6	4	4	5	51
Removing Industrial Spurs, Secs. 398 and 187.....		1			1								2
Farm Crossings, Secs. 272-273.....	1			2	2	6	3	1	4		1		20
Canals, Ditches, etc., Secs. 268-271.....					1			1	2	1	2		7
Sewers, Sec. 269.....					1					2			2
Culverts, Sec. 269.....					1	2	1	1	2				7
Cattle Guards, Sec. 274.....					1	2	1	1					4
Water Pipes, Sec. 269.....					1						1	1	4
Gas Pipes, Sec. 162.....				2									2
Railway Crossings and Junctions, Secs. 252-254.....	1					2	2	1	2				8
Interlocking Appliances, Sec. 252.....		1						3	4	2	2		12
Highway Crossings, Secs. 252-267.....	14	18	8	6	13	14	10	14	15	17	15	13	157
Highway Diversions, Sec. 256.....	1		1			3			2				7
Protection at Crossings, Secs. 257-267.....	6	16	29	13	3	18	4	6	12	16	16	11	150
Investigations Submitted, Secs. 285-286.....	44	44	32	35	32	28	24	45	41	49	48	43	465
Accident Reports, Secs. 285-286 (Operating Department).....	(126	100	131	109	106	114	160	147	143	140	110	106)	6
Operation and Equipment, Sec. 287.....	3					1	1			1			3
By-Laws, Rules and Reg. of Cos., Sec. 290.....	1	1			1	2							1
Poles along Highways, Sec. 373.....								1					1
Telegraph and Telephone Wire Crossings, Sec. 372.....						1					1		2
Power Wire Crossings, Sec. 372.....													1
Telephone Agreements, Sec. 375.....	6	18	8	8	15	27	10	15	10	6	16	10	149
Fencing of Right of Way, Sec. 374.....	1		1		4	6		2	4		8	2	28

Bridges, Secs. 249-251.....	10	2	2	12	1	6	3	6	4	4	2	7	20	77
Tunnels, Subways, Secs. 249-251.....	2	2	2	2	1	1	3	6	6	1	2	2	2	27
Tolls and Traffic on Bridges, Sec. 359.....							1							1
Contracts Limiting Carriers' Liabilities.....														2
Opening of Railway, Secs. 276-277.....					1							1		2
Rolling Stock, Secs. 298-301.....	1													1
Train Service.....	3	4	3	3	2	6	3	1	4			2	1	28
Accommodation for Traffic, Sec. 312.....	1	2	3	3	1	1	2							11
Interswitching, Secs. 316-337.....														2
Provisions for Carriage, Secs. 344-348.....														2
Clearances, Secs. 250-251.....	5	1	1	1	2	4	2	1	1					3
Dangerous Commodities, Secs. 349-350.....		1	1	1		1	2	2	2	2	1	2	1	3
Location of Gas and Oil Tanks.....	12	2	2	6	6	33	9	8	9	20	42	50	18	23
By-laws <i>re</i> Tolls, Sec. 323.....	1													8
Equality in Tolls, Secs. 314-321.....														215
Adjustments in Rates.....	2	1	1	1	1	2			1	1	1			1
Freight Classification, Sec. 322.....														1
Filing of Tariffs.....														1
Red Rates and Free Transportation, Secs. 345-346.....	2	2	2	2	3	6	1	2	1	2		2	2	14
Disallowance of Tariffs, Sec. 325.....				1	1		2	3	1	1		2	1	6
Standard Freight Tariffs, Sec. 330.....	1	2					2		1	1		1		22
Special Freight Tariffs, Sec. 331.....							1							3
Special Passenger Tariffs, Sec. 335.....		2	2	1	3		1	1	1	2				6
Express Tolls, Secs. 360-366.....														2
Carriage by Express, Sec. 364.....	2											1		11
Telephone Tolls, Sec. 375.....	5	5	7	7	9	11	12	9	1	1	5	8	8	3
Enquiries.....		1	1	2	1	1	4	1			5		1	93
Requests.....		7	2	2	4	4	6	2	2	1	1	3	3	9
Complaints.....	1				1	1				2			2	35
Miscellaneous.....	9				10					17	8	8	2	7
Stations, Freight Sheds, etc., destroyed by fire.....	2	1	5	3	3		13	11	11	1	2	2	1	119
Transport by Air.....							2			1	2	2	1	17
Railway Grade Crossing Fund, Sec. 262.....					1			1		1		1	3	1
Totals.....	148	160	153	127	185	191	126	164	185	179	223	168	2,009	

\*Total accident reports received in the Operating Department.



# APPENDIX "E"

## RECORDS BRANCH

List of cases appealed to the Supreme Court of Canada from February 1, 1904 to December 31, 1938

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co. Pius IX Ave. Jurisdiction	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Undercrossing at point near Beaverton, Ont., Twp. of Thorah, Ont.	Dismissed.
1492	James Bay Ry. Co. vs. G.T.R. Co. Crossing Belt Line spur. Question of Law	Dismissed.
383	Ottawa Electric Ry. Co. and City of Ottawa, Ont., vs. Canada Atlantic Ry. Co. Bank Street Subway, Ottawa, Ont. Question of law	Dismissed.
1621	Toronto Ry. Co. re High level bridge over Don Improvement and tracks of G.T.R. Co. and C.P.R. Co., Toronto, Ont. Question of Jurisdiction	Dismissed.
589	Toronto Union Station, A. R. Williams, Expropriation. Jurisdiction	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W. E. & L.S.R. Ry. Co. Crossing, Twp. of Sandwich, Ont. Question of Law	Dismissed.
C. 1309	Robinson vs. G.T.R. Co. Two-cent rate. Question of Law	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. Branch line, London, Ont. Jurisdiction	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg, Man. Jurisdiction	Dismissed.
9527	Montreal Street Ry. Co. re rates, Mount Royal Ward. Jurisdiction	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Jurisdiction	Dismissed.
C. 3322	Toronto Viaduct, C.P.R. Co. Question of law	Dismissed.
C. 4897	Fencing and cattle-guards, Order 7473. Appeal of C.N.R. Co. Jurisdiction	Allowed.
C. 4492	City of Toronto, Ont., vs. G.T.R. Co. and C.P.R. Co. Commutation rates. Question of law	Withdrawn.
C. 3378		
C. 3545	City of Ottawa, Ont., and County of Carleton, Ont. Richmond Road Viaduct. Jurisdiction	Dismissed.
13079	G.T.R. Co. and C.N.O.R. Co. re spur in Scarboro Twp., Ont. Jurisdiction	Dismissed.
C. 3269	G.T.R. Co. vs. British American Oil Co. re oil rates. Question of law	Dismissed.
1319	G.T.P.R. Co. vs. City of Fort William, Ont., re location. Jurisdiction	Dismissed.
11965	N. St. C. & T. Ry. Co. vs. Davy. Jurisdiction	Allowed.
18580	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P.R. Co. and the Clover Bar Sand & Gravel Co. Jurisdiction	Dismissed.
12682	Regina Rates Case. Question of law	Dismissed.
17963	G.T.P.R. Co. vs. A. E. Purcell, Saskatoon, Sask. Jurisdiction	Dismissed.
C. 3269	C.P.R. Co. vs. British American Oil Companies. Jurisdiction	Dismissed.
15530	G.T.R. Co. and C.P.R. Co. vs. Canadian Oil Companies. Jurisdiction	Dismissed.
15530-1		
20062	B.C. Elec. Ry. Co., V. V. & E. Ry. Co. vs. City of Vancouver, B.C. Jurisdiction	Dismissed.
27095		Dismissed.
1487	N. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Jurisdiction	Allowed.
18578	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction	Dismissed.
19435	G.T.R. Co. vs. City of Edmonton, Alta. Question of law	Dismissed.
14329-9	Montreal Tramways and M.P. & I. Ry. Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Jurisdiction	Allowed.
23009	City of Hamilton, Ont. vs. T. H. & B. Ry. Co. Jurisdiction	Allowed.
21428	G.T.R. Co. vs. Hepworth Silicon Pressed Brick Co. Question of law	Dismissed.
12021-70	Toronto Ry. Co. and City of Toronto, Ont., vs. C.P.R. Co. Law and Jurisdiction	Dismissed.
9437-153		Dismissed.
C. 3935	City of Edmonton, Alta. vs. E.D. & B.C. Ry. Co. Question of law	Dismissed.
16171	Ingersoll Tel. Co. et al vs. B.T. Co. Question of law	Dismissed.
27524	G.T.R. Co. vs. Bourassa of Laprairie, Que. Law and Jurisdiction	Withdrawn.
1:622	G.N.W. Telg. Co. re General Order 162. Question of law	Abandoned.
27840	Government of Manitoba and J. B. Ashdown Hardware Co. re 15% increase in rates. Jurisdiction	Abandoned.
26981	C.P.R. Co. vs. Department of Public Works for Ontario. Crossing, Twp. of Kirkpatrick. Question of law	Withdrawn.
11118	E. & N. Ry. Co., Victoria Harbour Bridge. Jurisdiction	Abandoned.
28439	Munic. of Burnaby, B.C., vs. B.C. Elec. Ry. Co. Commutation rates. Jurisdiction	Abandoned.
28950	City of Toronto vs. Toronto Terminal Ry. Co. re pipes under Bay, Scott and Yonge Streets, Toronto, Ont. Question of law	Dismissed.
C. 3378	Wagenast re Brampton Commutation rates. Question of law	Dismissed.
C. 2987	Ottawa Elec. Ry. Co. re rates. Jurisdiction	Allowed.
28140	C.P.R. Co. overhead crossing, lots 6 and 7, Con. 1, Eston Township, Ont.	Allowed.
30381	V.V. & E. Ry. & N. Co. vs. Vancouver Harbour Commissioners and C.N. Rys. re Order 31647. Jurisdiction	Dismissed.
31351-1	Luscar Collieries Ltd. vs. N.S. McDonald and C.N. Rys. Jurisdiction	Dismissed.

## RECORDS BRANCH

List of cases appealed to the Supreme Court of Canada from February 1, 1904 to December 31, 1938—*Concluded*

File No.	Subject	Decision
32812-1	Governments of Alberta, Saskatchewan and Manitoba <i>re</i> Crows Nest Pass Rates.....	Allowed.
34285	C.N.R. Co. <i>re</i> through rates via St. John and Ste. Rosalie Gateways. Appeal allowed <i>re</i> movements through St. John, and dismissed in respect of movements through Ste. Rosalie.....	Allowed (partly).
24822	Toronto Transportation Commission, <i>re</i> bridge over C.N.R. tracks at Main St., Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Co. against Order 42501, as amended by Order 42773. Jurisdiction.....	Dismissed.
16645-73	C.N. Rys. <i>re</i> opening for traffic portion of its line, Willingdon to Strathcona, Alta. Law and jurisdiction.....	Dismissed.
6713-213	B.C. Elec. Ry. Co. from Order 42808. Jurisdiction.....	Dismissed.
34123-74	Government of Alberta <i>re</i> tariffs on grain and flour to Fort William, Westport and Armstrong, and to Vancouver. Question of law.....	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission, <i>re</i> subway at D'Argenson St., Montreal, P.Q. Question of law.....	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co., and Montreal Tramways Commission, <i>re</i> St. Antoine St. Subway, Montreal, P.Q. Question of law.....	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, B.T. Co. and City of Montreal, <i>re</i> proposed line between Longue Pointe and Eastern Junction, P.Q., C.N. Rys. Question of law and jurisdiction.....	Dismissed.
32453-11	B.T. Co. <i>re</i> St. Clair Ave. Subway, Toronto, Ont. Law and Jurisdiction.....	Dismissed.
20161	B.T. Co. <i>re</i> grade separation, Hamilton, Ont. Law and Jurisdiction.....	Dismissed.
C. 4704	Canadian Electrical Ass'n. and Ontario Hydro Elec. Comm. <i>re</i> rules for wires along and across railways. Law and Jurisdiction.....	Dismissed.
27929-40	P.M. Ry. Co. and Lake Erie & Detroit River Ry. Co. from Order 48736. Jurisdiction.....	Allowed.
37756	City of Toronto, Ont., <i>re</i> Eglinton Ave. Bridge in Village of Forest Hill, Ont. Jurisdiction.....	Allowed.
26782-21	Quebec Ry. L. & P. Co. <i>re</i> Charlesbourg Road Subway. Law and Jurisdiction.....	Dismissed.
35594	City of Windsor, Ont., <i>re</i> Bridge over C.N. Rys. on Sandwich St., Walkerville, Ont. Jurisdiction.....	Dismissed.
38702	C.P.R. Co. vs. C.N. Rys. against Order 50139, <i>re</i> agreement dated Jan. 29th, 1929. Question of law.....	Dismissed.
38856	Elizabeth Berg and Penn Coals Ltd. <i>re</i> compensation in respect of coal mines and minerals in and under right of way of Northern Alberta Railways Co. Dismissed.	Dismissed.
17716	City of Montreal, P.Q., <i>re</i> removal by C.P.R. Co. of structures and works erected at certain streets of Montreal along proposed branch line through Prefontaine, Maisonneuve and Mercier Wards, and never completed. Question of law.....	Dismissed.
588-59	City of Toronto, Ont., <i>re</i> subway structures at Carlaw and Gerrard Streets. Jurisdiction.....	Dismissed.
34822-40	Provinces of Nova Scotia, New Brunswick and Prince Edward Island, the Transportation Comm. of the Maritime B. of T., the Halifax B. of T., the St. John B. of T., the Perth County B. of T., the Victoria County B. of T., Associated Shippers of N.B., the P.E.I. Potato Growers' Ass'n., Porter Bros. Ltd. and Austin Scales, <i>re</i> rates on potatoes. Law and Jurisdiction.....	Dismissed.
9437-319-46	C.N. Rys. vs. M.L.H. & P. Consolidated and the B.T. Co. <i>re</i> Montreal Terminals. Question of law.....	Pending.
37615	B.T. Co. and C.N. Rys. vs. Corp. of the Town of New Toronto and the Corp. of the Township of Etobicoke, Ont., <i>re</i> subway at Eighteenth St., New Toronto. Law and Jurisdiction.....	Pending.
26765-152	The Consumers' Gas Co. of Toronto and the B.T. Co. vs. C.N. Rys., City of Toronto and Township of Scarborough, Ont., <i>re</i> Victoria Park Avenue subway. Law and Jurisdiction.....	Pending.

## SUMMARY

Dismissed.....	49
Allowed.....	13
Abandoned.....	4
Withdrawn.....	3
Pending.....	3
Total.....	72

## RECORDS BRANCH

List of appeals to the Governor in Council, February 1, 1940,  
to December 31, 1938

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing C.P.R. at Tweed, Ont.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossings.....	Dismissed.
12992	Maniwaki Branch, C.P.R. train service from Ottawa, Ont.....	Referred back.
2030	Tariffs of certain Yukon Railways.....	Dismissed.
17716	C.P.R. Co. Longue Pointe Spur, Maisonneuve, P.Q.....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.....	Referred back.
3452-30	J. T. Rochester vs. G.T.P.R. Co. <i>re</i> Cameron Bay.....	Dismissed.
12912	Park Avenue Subway, Saint Louis, P.Q.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R. Co.....	Abandoned.
C. 3322	Toronto Viaduct.....	Dismissed.
12021-70	North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Ass'n. <i>re</i> lumber rates.....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. <i>re</i> station at Prince George, B.C.....	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, P.Q. Highway crossing.....	Dismissed.
22681-25	City of Montreal, P.Q. vs. C.N.R. Co. Siding across Stadacona and Marlboro Streets, Montreal, P.Q.....	Abandoned.
21418	City of Prince George, B.C. <i>re</i> location of G.T.P.R. Co. Station between Oak and Ash Streets.....	Dismissed.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont.....	Dismissed.
26169	C.P.R. and C.N.R. Cos. <i>re</i> Interswitching at Eastern Public Cattle Market, Montreal, P.Q.....	Abandoned.
17040	C.P.R. Co. <i>re</i> Lambton to Weston Spur. (Second Appeal).....	Referred back.
27693	City of Hamilton, Ont. vs. G.T.R. Co. <i>re</i> passenger service on northern and N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg Board of Trade <i>re</i> 15% increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, P.Q. <i>re</i> increase in rates on M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont. <i>re</i> Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers <i>re</i> classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, P.Q. <i>re</i> increase in Bell Tel. Co's rates.....	Dismissed.
30434	City of Windsor, Ont. against Order 30028, <i>re</i> C.P.R. freight shed across Caron Avenue, Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont. <i>re</i> General Increase in Freight Rates.....	Referred back.
C. 955	City of Toronto, Ont. <i>re</i> increase in rates of the Bell Tel. Co.....	Referred back.
23092-2	C.N.Q. Ry. Co. <i>re</i> crossing Pointe aux Trembles Railway at Pointe aux Trembles, P.Q.....	Referred back.
30380	City of Toronto, Ont. <i>re</i> Express Rates.....	Dismissed.
30380-13	National Dairy Council of Canada, <i>re</i> 20% increase in cream rates.....	Referred back.
17112-27	Dominion Millers' Ass'n. <i>re</i> flour arbitraries over wheat for export.....	Dismissed.
29040-2	National Dairy Council of Canada <i>re</i> Express Classification of Ice Cream.....	Dismissed.
30686-2	Provinces of Alberta and British Columbia, <i>re</i> Railway Tolls.....	Referred back.
30380-13	National Dairy Council of Canada, <i>re</i> 20% increase in cream rates.....	Allowed.
3023-16	N. St. C. & T. Ry. Co. <i>re</i> location of its line on Oak and Merritt Streets, Merritt, Ont.....	Withdrawn.
C. 955-71	The Government and Attorney General of Ontario, the cities of Montreal, Toronto, Hamilton, Ottawa and Brantford, and the Union of Canadian Municipalities, from Order 38777, <i>re</i> telephone rates.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba, <i>re</i> Crows Nest Pass Rates.....	Allowed.
9754-22	Canadian Shippers' Traffic Bureau, <i>re</i> claim against G.T.R. Co. in matter of freight overcharges.....	Dismissed.
30686-2	Governments of Alberta and Saskatchewan <i>re</i> rates on grain and flour to the Pacific Coast for export.....	Referred back.
34123	United Farmers of British Columbia, Fraser Valley District Council, <i>re</i> freight rates on grain and grain products over C.P.R. and C.N. Rys.....	Dismissed.
490-3	Consumers Glass Co. Ltd., Montreal, P.Q. <i>re</i> freight rates on glass bottles and jars.....	Dismissed.
38316	Lakeside Milling Co., Ltd., Toronto, Ont. on behalf of itself and all other inland millers in Ontario, <i>re</i> tariffs on grain and grain products.....	Abandoned.
36800-1	Employees of Michigan Central Ry. Co. (N.Y.C. R.R. Co.) at Montrose, Ont., and others, <i>re</i> alleged abandonment of the Montrose yards.....	Dismissed.
38625	Parish of Notre Dame du Bon Conseil, P.Q. vs. C.N. Rys. <i>re</i> crossing at Mitchell Station.....	Pending.
39310-9	Town of Nicolet, P.Q. and His Worship Mayor H. N. Biron of Nicolet, <i>re</i> abandonment of operation of that portion of the Nicolet Subdivision of the C.N. Rys. between St. Leonard Jet. and Nicolet, P.Q.....	Pending.



## RECORDS BRANCH

List of appeals to the Governor in Council, February 1, 1940,  
to December 31, 1938—*Concluded*

File No.	Subject	Decision
24271-1	Province of British Columbia, the Fraser Valley Surrey Farmers' Co-operative Assn. and the District "E" Farmers' Institute of British Columbia <i>re</i> reduction in freight rates on feed grain and mill feeds....	Dismissed.
39309-3	Province of New Brunswick <i>re</i> abandonment of portion of N.B. Southern Ry. (C.P.R. Co.) known as Shore Line Subdivision, between Shore Line Junction and Bonny River.....	Dismissed.

## SUMMARY

Dismissed.....	26
Allowed.....	3
Referred back.....	11
Withdrawn.....	2
Abandoned.....	5
Pending.....	2
Total.....	49

List of references by the Board for the opinion of the Supreme Court of Canada,  
from February 1, 1904 to December 31, 1938

Location of Section of branch line of C.P.R. Co. from Sudbury to Kleinburg, Ont.	36
S.C.R. 42 B.T.C. File No. 590.	
B.C. Elec. Ry. Co. <i>re</i> application of increased rates.....	not reported.
B.T.C. File No. 21404-6.	
Application C.P.R. Co. <i>re</i> highway crossing at Angliers, P.Q.....	46 C.R.C. 401
B.T.C. File No. 38839.	
Absorption of wharfage and other charges at Vancouver and Victoria, B.C.....	38 C.R.C.
124 B.T.C. File No. 33564-1 and 33564-5.	
<i>Re</i> Maritime Freight Rates Act.....	41 C.R.C. 66.
<i>Re</i> contributions from the Railway Grade Crossing Fund in the case of highway diversions, whereby rail level crossings which are not eliminated are relieved from a substantial volume of traffic.....	40 C.R.C. 110
B.T.C. File No. 26807-85-1.	



## APPENDIX "F"

## GENERAL ORDER No. 568

*In the matter of the application of the Railway Association of Canada for an Order permitting the shipment of nitric acid in glass carboys complying with Shipping Container Specifications 1A, 1B, and 1C published in Agent B. W. Dunn's Tariff C.R.C. No. 2, on file with the Board.*

File No. 1717.1.12

SATURDAY, the 22nd day of January, A.D. 1938.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

S. J. McLEAN, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the application and the recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That boxed carboys complying with the requirements of paragraphs 348, 349, 350, 351, 361, and 379 and Shipping Container Specifications 1A, 1B, and 1C, published in Agent B. W. Dunn's Tariff C.R.C. No. 2, on file with the Board, as well as any cancellations, changes, or additions thereto, may be used for shipping nitric acid by freight over railways in Canada subject to the jurisdiction of the Board.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 569

*In the matter of the applications of the United States and Canadian carriers regarding freight tariffs filed with the Board covering traffic between points in Canada and points in the United States; between points in the United States through Canada; and import and export traffic between Canadian and United States ports and stations in Canada and the United States.*

File No. 39422

TUESDAY, the 15th day of March, A.D. 1938.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Whereas the Interstate Commerce Commission, by its Order, dated Washington, D.C., March 8th, 1938, has granted carriers operating in the United States of America certain increases in rates and charges, including international rates, so far as they are subject to the jurisdiction of the said Commission, as set out in a report of the said Commission made part of its Order, and, by Special Permission No. 167170, has granted the carriers authority to publish the said rates to become effective on less than statutory notice;

And whereas the United States and Canadian carriers have made application to increase international freight rates and charges between points in Canada and points in the United States, also import and export rates between Canadian and United States ports and stations in Canada and the United States, to the extent set forth in the report of the Interstate Commerce Commission, as modified by the carriers' applications;

And whereas the applicants have also requested authority to make the said rates effective on five days' notice after the filing thereof with the Board, but not earlier than March 28th, 1938, in respect of the rates referred to in the preceding paragraph hereof, as well as in respect of the rates applying on traffic carried between points in the United States through Canada;

And whereas it is deemed by the Board to be expedient in the public interest that the continuity of joint through rates from points in the United States to points in Canada, and *vice versa*, should be preserved, as well as to maintain port relationships on import and export traffic—

Therefore, in pursuance of the powers conferred upon it by Section 325 of the Railway Act, and of all other powers possessed by the Board in that behalf—  
*It is ordered:*

1. That the proportions of through rates and charges between the United States and Canada, in both directions, in effect on the date of this Order, accruing within Canada, may be increased to the extent that the through rates and charges shall conform to the increases authorized by the said Order of the Interstate Commerce Commission, as modified by the carriers' applications.

2. That the rates contained in freight tariffs applicable on import and export traffic moving through Canadian and United States ports to and from stations in Canada and the United States, where such import and export rates are constructed in relationship to those applicable within the United States, may likewise be increased to the extent authorized by the said Order of the Interstate Commerce Commission.

3. That the rates and charges increased under the provisions of Sections 1 and 2 hereof, as well as the rates applying on traffic carried between points in the United States through Canada, may be published and filed to become effective five days after the filing thereof with the Board, but not earlier than March 28th, 1938.

4. With respect to tariff schedules filed giving effect to changes in rates herein authorized, it will be unnecessary to observe the provisions of the Board's Circular No. 223 as to volume of supplementary matter, form of tariffs and supplements, etc.

5. The resulting rates authorized herein, in all respects, shall be subject to complaint and investigation and determination as to the lawfulness of schedules, rates or charges, as provided by the Railway Act.

H. GUTHRIE,  
*Chief Commissioner.*

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GENERAL ORDER No. 570

*In the matter of General Order No. 569, dated March 15th, 1938, permitting increases in rates and charges in freight tariffs filed with the Board covering traffic between points in Canada and points in the United States; between points in the United States through Canada; and import and export traffic between Canadian and United States ports and stations in Canada and the United States.*

File No. 39422

FRIDAY, the 25th day of March, A.D. 1938.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon its appearing that, in the preparation of tariff schedules giving effect to the provisions of the Order of the Interstate Commerce Commission, dated March 8th, 1938, in Ex Parte No. 123, and the permission granted by General Order No. 569, with respect to tariffs as above described, a number of clerical and typographical errors were made, and that the Interstate Commerce Commission has extended authority for the publication and filing of tariff schedules correcting such errors, effective not earlier than March 28th, 1938, upon not less than one day's notice, provided such schedules correcting the errors are published and filed not later than April 28th, 1938, upon which date the authority to make such corrections on one day's notice expires—

*It is ordered:* That tariff schedules covering traffic between points in Canada and points in the United States; between points in the United States through Canada; and import and export traffic between Canadian and United States ports and stations in Canada and the United States, may be amended for the purpose of correcting clerical or typographical errors therein by the publication and filing with the Board of schedules making such corrections effective not earlier than March 28th, 1938, upon not less than one day's notice after the filing thereof with the Board: Provided that this authority does not extend to tariff schedules filed after April 28th, 1938, upon which date the authority to make such corrections on one day's notice expires.

H. GUTHRIE,  
*Chief Commissioner*

## GENERAL ORDER No. 571

*In pursuance of the powers conferred upon it by Sections 30 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf.*

File No. 8543·3

SATURDAY, the 26th day of March, A.D. 1938.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

*It is ordered:*

1. That every railway company subject to the legislative authority of the Parliament of Canada be, and it is hereby, forbidden to handle freight cars in main line passenger trains unless such freight cars are equipped with air brakes, communicating signals, steel or steel-tired wheels, and trucks designed for use in passenger train service: Provided, however, that every such company shall be at liberty to use such freight cars in its passenger service when its baggage cars, or freight cars, especially equipped as aforesaid, become disabled or unfit for use while in transit and such cars only are available to receive the baggage or freight, as the case may be, to avoid unnecessary delay in forwarding the same. In this event, the cars must not be loaded beyond their marked capacity, and the speed of the train must not exceed thirty-five miles an hour.

2. That no branch line passenger train on which is placed a freight car not equipped as provided in the first paragraph hereof shall be allowed to exceed the speed in any one mile prescribed for mixed trains on that subdivision, and shall not in any case exceed thirty-five miles per hour; and such restrictions shall be covered by train order.

3. That every such railway company failing to comply with the foregoing requirements shall be liable to a penalty not exceeding fifty dollars for every such offence.

4. That the General Order of the Board No. 20, dated November 25, 1908, made herein, be, and it is hereby rescinded.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 572

*In the matter of the General Order of the Board No. 547, dated December 2, 1935, prescribing regulations regarding plans required to be filed with the Board in connection with applications for railway crossings, junctions, and draw-bridges under Sections 252 and 305 of the Railway Act, and general requirements for interlocking appliances.*

File No. 521

THURSDAY, the 14th day of April, A.D. 1938

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*



Upon reading the submissions filed on behalf of the Railway Association of Canada, and the reports and recommendations of the Chief Operating Officer and the Chief Engineer of the Board,—

*It is ordered:* That the said General Order No. 547, dated December 2, 1935, be, and it is hereby, amended by adding the following paragraph after paragraph 5 thereof, namely:—

“5A. When railways bring all trains to a stop before making a movement over a railway crossing or drawbridge the protection may be modified, but at all such crossings or drawbridges not protected by interlocking appliances a stop-board shall be erected at a point not less than 500 feet each way from the nearest frog of crossing, or each way from the nearest end of drawbridge; and all trains must be brought to a full stop at the stop-board and shall not thereafter proceed until a proper signal has been given for that purpose.”

H. GUTHRIE,  
*Chief Commissioner.*

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### GENERAL ORDER No. 573

*In the matter of General Order No. 569, dated March 15, 1938, and General Order No. 570, dated March 25, 1938, regarding increases in rates and charges in accordance with the provisions of Order of the Interstate Commerce Commission, dated March 8, 1938, in Ex Parte 123, in freight tariffs filed with the Board covering traffic between points in Canada and points in the United States; between points in the United States through Canada; and import and export traffic between Canadian and United States ports and stations in Canada and the United States.*

File No. 39422

MONDAY, the 9th day of May, A.D. 1938

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

Whereas the Interstate Commerce Commission has amended its Special Permission No. 167170 by Amendment No. 7, dated April 26, 1938, authorizing the correction of errors made in publishing rates in accordance with the decision of the said Commission in Ex Parte 123, by filing of tariff schedules correcting such errors on one day's notice, provided they are filed not later than June 15, 1938; and application has been made to the Board for similar authority with respect to rates covered by General Order No. 569—

*It is ordered:* That tariff schedules covering traffic between points in Canada and points in the United States; between points in the United States through Canada; and import and export traffic between Canadian and United States ports and stations in Canada and the United States, may be amended for the purpose of correcting errors therein by the publication and filing with the Board of schedules making such corrections effective upon not less than one day's notice after the filing thereof with the Board; Provided that this authority does not extend to tariff schedules filed with the Board after June 15, 1938, with which date the authority contained in this Order expires.

H. GUTHRIE,  
*Chief Commissioner*

## GENERAL ORDER No. 574

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed Supplement No. 1 to Canadian Freight Classification No. 19, on file with the Board.*

File No. 33365.116

FRIDAY, the 17th day of June, A.D. 1938.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in *The Canada Gazette*, as required by Section 322 of the Railway Act, and copies of the said Supplement furnished to the parties named in the General Orders of the Board numbered 271, 348, 353, 469, and 471, with the request that their objections, if any, be filed with the Board within thirty days;

Upon consideration of the objections filed; and upon hearing the application at the sittings of the Board held at Toronto, June 1, 1938, the Canadian Freight Association, the General Steel Wares Limited, Toronto, the Standard Sanitary Manufacturing Company, Limited, Toronto, and the Port Hope Sanitary Manufacturing Company, Limited, Port Hope, being represented at the hearing, and what was alleged—

*The Board orders:* That the proposed Supplement No. 1 to Canadian Freight Classification No. 19 be, and it is hereby approved, subject to the following changes and additions, namely:—

- (a) Item 48, page 2, to be made subject to a carload minimum weight of 12,000 pounds, instead of 16,000 pounds.  
 (b) Item 9, page 3, to be changed to read:

Oats, Rice or Wheat, Puffed:	L.C.L.	C.L.
In cloth or paper bags.....	2	
In barrels or boxes.....	3	
In packages named, C.L., min. wt. 20,000 lbs., Rule 7.....		5

- (c) Items 8 and 10, page 5, to be changed to read:

Mattresses:

Hair, or Hair or Felt and Wire Coil combined, wrapped in paper or burlap, or in fibre boxes meeting the requirements of Rule 1 for boxes testing not less than 200 lbs. except that maximum dimensions must not exceed 140 united inches....	1½	
C.L., min. wt. 14,000 lbs., Rule 7.....		4

- (d) Items 51 to 53, page 8, to be changed to read:

Vegetables:

Vegetables or Fruit, fresh or green, Cold Pack, O.R. Det., see Note, prepaid, in inner containers in barrels, boxes or crates, in bulk in barrels or in bulk in pails weighing not less than 20 lbs. each.....	1	
C.L., min. wt. 24,000 lbs.....		4

NOTE: Ratings apply only on Frozen, Fresh or Green Fruits or Vegetables, either sweetened or unsweetened.

L.C.L. C.L.

- (e) The following item to be added to Supplement No. 1, cancelling Item 32, page 225, of the Classification:  
 Towers, Transmission and Radio Beacon, Steel, completely taken apart.....  
 C.L., min. wt. 40,000 lbs.....

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H. GUTHRIE,  
*Chief Commissioner.*

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GENERAL ORDER No. 575

*In the matter of rules and regulations governing the construction and filing of freight and passenger schedules with the Board.*

File No. 606

THURSDAY, the 14th day of July, A.D. 1938.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
 S. J. McLEAN, *Assistant Chief Commissioner.*

Whereas the General Order of the Board No. 479, dated June 28th, 1929, approved and prescribed rules and regulations governing the construction and filing of freight and passenger schedules, as contained in Circular No. 223, attached thereto;

And whereas, by recent Act of the Parliament of Canada, the Board of Railway Commissioners for Canada shall hereafter be and be known as The Board of Transport Commissioners for Canada—

*It is ordered as follows:*

1. Hereafter, the term, "Board of Railway Commissioners for Canada," wherever it appears in Circular No. 223, should be read as, "Board of Transport Commissioners for Canada"; and wherever the term "C.R.C." appears therein it should be read as "C.T.C."

2. Circular No. 223 provides, in Rule No. 1 thereof, that tariffs and supplements must be consecutively numbered with the prefix "C.R.C." in the upper margin of title page. With the filing of tariffs and supplements issued on and after August 1st, 1938, the prefix "C.R.C." in the upper margin of title page must be changed to read "C.T.C." This, however, does not mean any change in the present consecutive numbering of tariff schedules. For example, if a railway or tariff publishing agent has on file a tariff C.R.C. No. 1000, as well as, say, five supplements thereto, and Supplement 6 to the said Tariff is issued on or after August 1st, 1938, it will read, "Sup. 6 to C.T.C. No. 1000," and if Tariff 1001 is issued on or after the same date, it will read, "C.T.C. No. 1001."

3. Similarly, in the case of Special Rate Notices, Filing Advices, Powers of Attorney, Concurrences, Revocation Notices, or any other documents at present bearing C.R.C. numbers, the numbers will be continued consecutively, but the prefix "C.R.C." will be changed to read, "C.T.C."

4. It will also be understood from the foregoing that, wherever the term, "Board of Railway Commissioners for Canada," is used in tariffs, filing advices, powers of attorney, concurrences, revocation notices, or any other document, it should, as such documents are from time to time revised or reissued, be changed to read, "Board of Transport Commissioners for Canada."



5. It will not be necessary to show any reference mark in tariff schedules indicating the nature of the changes outlined herein.

6. Supplies of printed forms or documents now on hand may be exhausted, provided that, by stamp, typewriter, or otherwise, wherever the term, "Board of Railway Commissioners for Canada," appears therein, the word "Railway," is changed to read, "Transport."

7. All correspondence should, in future, be addressed to The Board of Transport Commissioners for Canada.

H. GUTHRIE,  
*Chief Commissioner.*

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### GENERAL ORDER No. 576

*In the matter of regulations for the inspection and testing of air reservoirs other than on locomotives.*

File No. 23189.1

MONDAY, the 8th day of August, A.D. 1938.

S. J. McLEAN, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

In pursuance of the powers conferred upon the Board under Sections 287 and 298 of the Railway Act, and of all other powers possessed by the Board in that behalf; and upon reading the submissions filed by the Railway Association of Canada and the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the railway companies subject to the jurisdiction of the Board adopt and put into force at once the regulations for inspection and testing of all air reservoirs, other than on locomotives, used for stationary or portable purposes, inclusive of reservoirs for all types of work equipment in excess of five cubic feet capacity, attached hereto marked "A."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

### OPERATING DEPARTMENT

"A"

### REGULATIONS FOR THE INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON LOCOMOTIVES

Prescribed by General Order No. 576

1. *Design.*—All reservoirs before purchase or fabrication must be submitted to the Chief Mechanical officer of the railway company for approval of design, materials, and maximum working pressure. An approved copy of specification card for new reservoirs showing the reservoir serial number, the maximum working pressure, the factor of safety, and a record of design shall be filed with the Chief Operating Officer of the Board within one month after the reservoir is placed in service.



2. *Identification*.—A serial number and the authorized working pressure as assigned by the Chief Mechanical Officer of the railway company must be plainly stamped in figures not less than  $\frac{3}{8}$  inch high on the reservoir or on a metal plate, and the metal plate fastened to the reservoir in a conspicuous location.

3. *Pressure Gauge*.—Each air pressure system must be equipped with a pressure gauge graduated to at least 50 per cent above the authorized working pressure.

4. *Safety Valves*.—(a) *Capacity*. All air pressure systems must carry a safety valve or valves of approved design in an approved location and of the capacity specified to suit conditions of the individual service.

(b) *Adjustment*.—Safety valves shall be set at a pressure not to exceed 6 pounds above the authorized working pressure.

5. *Inspection*.—Inspection of each reservoir must be made annually by an authorized inspector of the railway company.

6. *Hydrostatic Test*.—Every air reservoir, before being placed in service, and at least once each twelve months thereafter, must be hydrostatically tested to a pressure at least 25 per cent greater than the authorized working pressure. Hot water should be used where practicable.

7. *Hammer Test*.—The entire surface of the reservoir shall be hammer-tested before each hydrostatic test with reservoir under atmospheric pressure.

8. *Cleaning and Inspecting*.—All air reservoirs must be thoroughly cleaned by washing out at each hydrostatic test, so as to remove all foreign matter, and then closely examined for corrosion and pitting.

9. *Drain Valve and Piping*.—Every air reservoir must be provided with an adequate drain valve or cock connected to the lowest part of the reservoir.

10. *Setting*.—Reservoirs must be set up on supports, so that bottom of reservoir is clear of ground and there is ample space for drain valve or cock.

11. *Report of Inspections*.—All inspections and tests must be reported on authorized forms, to be filed with the designated Mechanical Officer of the railway company, and a copy sent to the Chief Operating Officer of the Board within fifteen days after such tests or inspections are made. In addition, the date of annual hydrostatic test must be stencilled in not less than one-inch figures in a prominent location on each reservoir.

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### GENERAL ORDER No. 577

*In the matter of the application of Canadian Industries Limited for permission to make shipments of fuse powder from Beloeil to Staynerville, Quebec, in boxes manufactured in accordance with C.R.C. Specification No. 14, containing two cloth bags each holding twenty-five pounds of powder.*

File No. 1717.44

TUESDAY, the 6th day of September, A.D. 1938.

S. J. McLEAN, *Assistant Chief Commissioner*.

G. A. STONE, *Commissioner*.

Upon the consent of The Railway Association of Canada, filed, and the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the Regulations for the Transportation of Explosives by Freight, approved by General Order No. 204, dated August 11, 1917, as amended, be, and they are hereby, further amended by adding the following after paragraph No. 1534 in Section 2 of the regulations, namely:—

"1534a. Black fuse powder may also be packed for shipment in cloth bags, of capacity not exceeding 25 pounds net weight, provided the completed shipping package shall be capable of standing a drop of four feet without rupture of inner or outer containers; the bags to be packed in wooden boxes, Specification 14. The completed package shall not contain more than fifty pounds net weight of black fuse powder."

S. J. McLEAN,  
*Assistant Chief Commissioner.*

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### GENERAL ORDER No. 578

*In the matter of engine whistle signals; and Rule 31, Signal 14 (1), of the Operating Rules of railway companies subject to the jurisdiction of the Board, approved under General Order No. 42, dated 12th July, 1909, as amended.*

File No. 31204

THURSDAY, the 29th day of September, A.D. 1938.

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Maintenance of Way Employees, Brotherhood of Locomotive Engineers, Order of Railway Conductors of America, and The Railway Association of Canada; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the said Rule 31 be amended to provide that Signal 14 (1) be changed from its present form to be,—two long, one short, and one long; and that the same be made effective at 24·01, October 16, 1938.

F. NAP. GARCEAU,  
*Deputy Chief Commissioner.*

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### GENERAL ORDER No. 579

*In the matter of the application of United States carriers for permission to file supplements to international tariffs on less than statutory notice, providing for continuance of the current through rates on bituminous coal from points in the United States to destinations in Canada.*

File No. 39422

WEDNESDAY, the 14th day of December, A.D. 1938.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Whereas the Interstate Commerce Commission, by its Order dated Washington, D.C., October 19, 1937, granted certain increases in freight rates, among which was bituminous coal, subject to expiry date December 31, 1938, and by General Order No. 566, dated November 1, 1937, the Board permitted the same increases on international traffic;

And Whereas the Interstate Commerce Commission upon further hearing decided November 21, 1938, that the said rates on bituminous coal should be continued beyond December 31, 1938, without any expiry date, thereby continuing the present rates, and by its Order permits removal of the expiry date upon ten days' notice, and application is made similarly to amend international tariffs on less than statutory notice—

*It is ordered:* That carriers may file, on ten days' notice, supplements to international tariffs, applying on bituminous coal, providing for removal of the expiry date of December 31, 1938.

H. GUTHRIE,  
*Chief Commissioner.*

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### GENERAL ORDER No. 580

*In the matter of regulations governing the construction and filing of Air Transportation Tariffs with the Board.*

File No. 42017

FRIDAY, the 16th day of December, A.D. 1938.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*  
W. H. M. WARDROPE, *Assistant Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*

In pursuance of the powers expressly conferred under Part IV of the Transport Act, 1938, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the Regulations Governing the Construction and Filing of Air Transportation Tariffs, attached hereto, be, and they are hereby, approved for the use of all carriers licensed to transport by aircraft passengers and/or goods under the provisions of The Transport Act, 1938.

H. GUTHRIE,  
*Chief Commissioner.*

## REGULATIONS OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA GOVERNING THE CONSTRUCTION AND FILING OF AIR TRANSPORTATION TARIFFS

### FOREWORD

Contrary to the possible understanding of some carriers, the Board will not prescribe initial (first) rates or charges for air transport carriers. The Transport Act, 1938, leaves such rates or charges to the discretion of the carriers. Thereafter, the Board may, upon complaint or upon its own initiative, require changes in rates or charges which it finds to be unlawful, or prescribe new rates or charges, but only after receiving the submissions of the interested parties or by formal hearing.

The Board deems it desirable to prescribe at this time only a minimum of regulations governing the construction and filing of air transportation tariffs. These regulations may have to be changed or amplified later, but before that is done there will be opportunity to study the tariffs and schedules initially filed and know more about what is needed.



All initial tariffs or schedules filed will be deemed to comply with the law relative to filing, unless and until they are rejected by the Board with directions to file other tariffs or schedules in lieu thereof. In the event of such directions, the tariffs or schedules already filed shall be the effective tariffs or schedules until revised tariffs or schedules have been filed with the Board in accordance with its directions.

All tariffs filed with the Board must conform to the following regulations.

The term "Schedule" as used herein means a tariff or supplement.

(1) Tariffs and supplements must be of uniform size, namely, eight (8) inches wide by eleven (11) inches long. They must be plainly printed or mimeographed on paper of good quality. They must be consecutively numbered as provided in Rule 5, and separate serial (C.T.C.) numbers shall be used for freight and passenger tariffs.

No alteration in writing or erasure shall be made in any tariff or supplement thereto.

(2) One copy of each schedule (except as provided by Rule 14) shall be filed with the Board accompanied by a filing advice, in duplicate, consecutively numbered (see Appendix A). The original advice will be retained and the duplicate stamped with date of receipt and returned. They shall be addressed to the Director, Traffic Department, Board of Transport Commissioners for Canada, Ottawa, Canada. If mailed in Canada, and the envelope is plainly marked "O.H.M.S.", no postage is required.

(3) Freight schedules other than standard tariffs (see Rule 14) shall be filed to be effective on thirty days' notice for advances in rates, and three days' notice for reductions in rates. Passenger schedules shall be filed to be effective on three days' notice. However, the Board may, upon application by the carrier, authorize departure from this rule under exceptional circumstances.

(4) The act of mailing is not construed as filing. Schedules must reach Ottawa in time to give at least the required notice.

Schedules which fail to give the required notice will be returned to the sender, marked "Rejected."

The C.T.C. number of the rejected schedule shall not again be used, and the substituted schedule shall show on the title page the following: "Issued in lieu of (reference here to the rejected schedule) rejected by the Board of Transport Commissioners for Canada."

Companies are authorized in cases of emergency only to notify the Board by telegraph of a proposed change in rates, provided,—

That the new schedule be publicly posted (Rule 17) for the full period required by Rule 3;

That the telegram to the Board plainly state the changes proposed to be made in the rates, and the effective date thereof;

That the new tariff be mailed to the Board not later than the date of the publication; and

That a copy of the telegram be attached to the tariff filed with the Board.

(5) In the order named, the title page of every tariff and supplement shall show,—

(a) On the upper right-hand corner each tariff shall be numbered beginning with No. 1. Such number shall be shown as follows,—

C.T.C. No. ....



- (b) When tariffs are issued cancelling a tariff or tariffs previously filed, the C.T.C. number or numbers of the tariff or tariffs cancelled must be shown in the upper right-hand corner immediately under the C.T.C. number of the new tariff. Example,—

C.T.C. No. 2

cancels

C.T.C. No. 1

- (c) Supplements to a tariff, in addition to showing the C.T.C. number of the tariff amended thereby, shall be numbered beginning with the number "1," and such information shall be shown in the upper right-hand corner. Supplements shall also show in the upper right-hand corner the number of any previous supplement cancelled thereby and also the numbers of the supplements containing all changes from the tariff. Example,—

Supplement No. 3

to

C.T.C. No. 1

cancels

Supplement No. 2

Supplements Nos. 1 and 3 contain all changes

- (d) Name of carrier issuing tariff (which must be the same as that appearing in the carrier's licence).  
 (e) Whether tariff is standard, special, or competitive.  
 (f) A brief description of the traffic and the territory in which, or points from and to, or between which the tariff applies.  
 (g) Reference to any classification governing the tariff.  
 (h) Date of issue and date effective.  
 (i) Name, title and address of the officer authorized to prepare and issue tariffs of tolls.

NOTE. See Appendix B for example of title page of a freight tariff conforming to this rule. Passenger tariffs to be similarly arranged.

- (6) Schedules shall contain,—

- (a) Table of contents arranged in alphabetical order showing the number of the page on which each subject may be found. If a tariff contains so small a volume of matter that its title page or interior arrangement plainly discloses its contents, the table of contents may be omitted.  
 (b) All of the items relating to different kinds or species of the same commodity to be grouped together.  
 (c) Commodity descriptions must be stated clearly and explicitly so as to leave no doubt as to their proper application.  
 (d) Explanation of all abbreviations, symbols and reference marks used in the tariff, which shall, if possible, be shown at the foot of the page in which such abbreviations or marks appear. If not so shown, reference shall be given to the page in which the explanation is published.  
 (e) All rules and regulations which govern the tariff stated in clear and explicit terms so as to leave no doubt as to their proper application.  
 (f) The rates or fares explicitly stated, together with the names or designations of the places from and to which they apply, all arranged in simple and systematic manner. Complicated manner of arrangement or ambiguous terms must be avoided.

- (7) (a) A tariff or supplement having once been cancelled cannot be restored. If it is desired to reinstate rates previously abrogated, they must be covered by an entirely new schedule.
- (b) Cancellation of a tariff also cancels all supplements thereto in effect at the time.
- (c) A tariff may only be cancelled by a supplement to that tariff or by another tariff. Cancellation of one tariff by a supplement to another tariff will not be permitted.
- (d) When a tariff is cancelled, the cancellation notice will show where the rate or rates will be found or what rate or rates will thereafter apply.
- (8) A separate tariff may be filed containing rules and regulations. Such rules and regulations may be made part of the rate tariff by the following reference therein:

"Governed, except as otherwise provided, by rules and regulations published in C.T.C. No. . . . , supplements thereto or re-issues thereof."

(9) Each carrier shall publish and file, in duplicate, under a C.T.C. number, an "Official Distance Table," which shall contain the exact distances between all points where rates are provided. Tariffs which contain mileage rates shall give reference, by C.T.C. number, to the Official Distance Table.

(10) All tariffs and supplements shall indicate changes thereby made in existing rates or charges, rules, regulations or practices by the use of the following symbols, which shall be used for no other purposes,—

◆—to denote increases;

♣—to denote reductions;

▼—to denote changes, the result of which is neither an increase nor a reduction;

□—to denote re-issued matter with identifying number therein to comply with Rule 11.

Explanation of such symbols must be published in the tariff or supplement in which used. When a change of the same character is made in all, or substantially all, rates in a tariff or supplement, or a page thereof, that fact and the nature of such change may be indicated in distinctive type at the top of each page, in the following manner—"All rates on this page are (here state whether reductions or increases), except as otherwise indicated." In such case, a bold face dot "●" shall be used to symbolize a rate in which no change is made.

(11) The number of supplements at any time in effect with respect to any tariff shall not exceed three; thereafter a consolidating supplement bringing forward re-issued matter must be filed bearing the notation,—

"Effective . . . . . except as otherwise provided herein."

Re-issued matter brought forward without change must show in a conspicuous form and convenient manner the following,—

"Re-issued (in black type): Effective (date on which item became effective) in Supplement No. . . . ."

or where necessary, re-issued matter may be indicated by the symbol □ and explanatory notes (see example),—

[1] Re-issued, effective April 27, 1938, in Supp. No. 1.

[2] Re-issued, effective May 20, 1938, in Supp. No. 2.

(12) Tariffs or supplements issued pursuant to judgments or orders of the Board shall give reference to the number and date of the order or date of the judgment, as follows:

"Issued in compliance with order of the Board of Transport Commissioners for Canada, No. . . . ., dated . . . . .," or,

"Issued pursuant to judgment of the Board of Transport Commissioners for Canada, dated . . . . ."

(13) The by-law or resolution required by Section 18 of the Transport Act, 1938, to be submitted to the Board for approval as a prerequisite to the charging of tolls shall be as follows:

"I (name of officer to be here inserted), of (name of company to be here inserted), do hereby certify that the following is a true copy of a (state whether by-law or resolution) adopted by the Board of Directors of the said (insert name of company) at a meeting held at the office of the company in (name of place) on (here insert date), at which a quorum was present and voted,—

"The (here insert the title, but not the name of the officer) of the company is hereby authorized by this (state whether by-law or resolution) to prepare and issue (insert whether freight, passenger, or freight and passenger) tariffs of the tolls to be charged in respect of the aircraft owned or operated by the company, and to submit the same to, and file the same with, the Board of Transport Commissioners for Canada, as required by the Transport Act, 1938.

"In witness whereof, I hereunto affix my hand and seal of the company, this . . . . . day of . . . . ., 19...."

(14) Standard tariffs of maximum tolls and every amendment and supplement thereto shall require the approval of the Board before becoming effective, and the effective date shall be that prescribed by the Board. These must be filed in duplicate.

(15) Under the provisions of Section 31 of the Transport Act, 1938, companies subject to the Act are authorized to issue special rate notices between points which are not competitive in the following cases, namely:—

- (a) To provide for the prompt shipment of any freight which may unexpectedly offer, and for which no suitable tariffs have been prepared, on condition that the filing and publication of such tariffs be immediately proceeded with, except where special rate notice has been issued to cover an individual consignment and the rate is not of a permanent character.
- (b) To provide for the disposition of shipments which may have been forwarded to the wrong destination, or which have been refused by the consignees, by returning them to the original points of shipment at less than the ordinary tariff rate, or by reforwarding at a reduced rate from the first to a second destination, in which case the published rate from the point of shipment to the first destination added to the reduced rate from the first destination to the second, shall not be less than the published rate for a through haul from the original shipping point to the second or final destination.

These special rate notices shall be numbered consecutively and mailed to the Director, Traffic Department, as soon as issued.

They shall also show the tariff rate, if any, that would have been charged in the absence of such notice, and shall exist merely for the purpose of giving effect to the rate to be charged for the specific shipment mentioned therein.



Special rate notices issued under section (a) of this rule shall show the C.T.C. number of the tariff or supplement in which the rate will be published, except when issued to cover an individual consignment.

NOTE: See Appendix "C" for example of special rate notice.

(16) When the name of a company is changed or when its operating control is transferred to another company, the company which will thereafter operate the properties shall file and post an Adoption Notice, numbered in its C.T.C. series, reading as follows:—

"The (here insert name of new corporation) hereby adopts, ratifies and makes its own, in every respect, as if the same had been originally filed and posted by it, all.....  
.....  
or other instruments whatsoever, including supplements or amendments thereto, filed with the Board of Transport Commissioners for Canada by the (corporate name of old company)."

(17) The carrier must post for public inspection at airports or at conveniently central points contiguous thereto all of the schedules applying from or to such air port. It shall also post for public inspection all schedules at its principal office and other important offices convenient to large centres of population. In every such office or airport the carrier shall post in a prominent place a notice directing attention to the place where the schedules are kept on file for public inspection during office hours and the agent or person in charge shall produce to any applicant, on request, any tariff in use at that place which he may desire to inspect.

(18) The foregoing regulations relate to tariffs covering freight or passengers handled only on and over the route or routes of the issuing carrier. In the event a carrier enters into an arrangement with another carrier or carriers for through rates over the routes of two or more carriers, the provisions of the Board's Circular No. 223 (General Order No. 479) dated June 28, 1929, with respect to joint tariffs, will be applicable.

## APPENDIX "A"

.....  
(Name of Carrier)

.....19....

(Place and Date)

Advice No. ....

The Director, Traffic Department,

Board of Transport Commissioners for Canada,  
Ottawa, Canada.

DEAR SIR.—In compliance with the requirements of the Transport Act, 1938, I transmit herewith, for filing with the Commission, copies of tariffs as follows,—

Supplement  
Number

Tariff  
C.T.C. Number

Date  
Taking Effect

.....  
(Name)

.....  
(Title)



APPENDIX "B"

C.T.C. No.....

.....  
(Name of Carrier)

Special Freight Tariff  
applying on

(Here state commodity or, if general, merely state "Commodities")  
From Edmonton to points in Alberta and British Columbia.

or

Between points in Manitoba, Saskatchewan and Alberta.

Governed, except as otherwise provided, by (here name classification) issued  
by (here state by whom issued) C.T.C. No....., supplements to or successive  
issues thereof.

Issued..... Effective.....

Issued by.....  
(Name)

.....  
(Title)

.....  
(Address)

APPENDIX "C"

C.T.C. No.....

.....  
(Name of Carrier)

..... 19....  
(Place and Date)

No.....  
(Carrier's No.)

SPECIAL RATE NOTICE

The following special rate is authorized on.....  
.....  
account.....

From	To	Special Rate	Present Rate
		(In cents per 100 lbs. unless otherwise specified)	
Reason for special rate			Tariff authority C.T.C. No.....

Effective..... Expires.....

Issued under Rule 15 of the Board of Transport Commissioners for Canada  
General Order No. 580, dated Ottawa, Canada, December 16, 1938.

Issued by.....

.....  
(Title)

.....  
(Title)

October 12, 1938.

File No. 11026.78

### CIRCULAR No. 242

When Orders of the Board of Transport Commissioners contain provisions with regard to Fair Wages and Hours of Labour Act, 1935, and provision with regard to the use of goods and materials of Canadian manufacture or production, it will be necessary for the party or parties ordered or authorized by such Order or Orders of the Board to do the work, to be responsible that the provision contained in the clauses of the Order or Orders referred to above are carried out and included in all contracts entered into in connection with the works.

At the commencement of the work the party or parties authorized to undertake such work by Order of the Board shall submit to the Chief Engineer, Board of Transport Commissioners, a list of rates to be paid to the different classes of labour and hours of work. This statement shall also advise that the clause with respect to "only goods and materials of Canadian manufacture or production shall be used if available" is being complied with.

When accounts in connection with the works are submitted to the Board for payment, they shall be accompanied by a list of rates paid to the different classes of labour and hours of work and a statement that only goods and materials of Canadian manufacture or production were used when available. A sworn declaration must be submitted that the statement with regard to rates of wages, hours of work and materials, is correct.

Before the work is proceeded with the parties performing this work must obtain a schedule of Wages-Rates and other Labour conditions applicable to the work from the Department of Labour, Ottawa.

By Order of the Board,

P. F. BAILLARGEON,  
*Secretary.*









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DOMINION OF CANADA

# THIRTY-FIFTH REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

(Formerly Board of Railway Commissioners)

FOR THE YEAR ENDED DECEMBER 31

1939



OTTAWA  
I. O. PATENAUDE, I.S.O.  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1940

Price, 25 cents



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1940



## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1939

---

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council.*

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Thirty-Fifth Report for the year ended December 31, 1939.

Since the publication of the last report there have been no amendments to the Transport Act.

### PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1939, to December 31, 1939, the Board held 38 public sittings, at which 73 applications were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	18
Quebec.....	10
Manitoba.....	1
Saskatchewan.....	3
Alberta.....	2
British Columbia.....	2
Nova Scotia.....	1
New Brunswick.....	1
Prince Edward Island.....	0
Total.....	38

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

### FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 2,025 applications and complaints received and dealt with by the Board, 96.39 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the railway rates.

### GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.



## APPEALS FROM RULINGS OF BOARD

There was one case carried in appeal to the Supreme Court of Canada, namely:

- 26765.152 The Consumers' Gas Co. of Toronto, Ont. and B.T.C. v. C.N. Rys., City of Toronto, Ont., and Township of Scarborough, Ont. *re* Victoria Park Avenue Subway.—*Dismissed*.

There was one case carried in appeal to the Governor in Council, namely:

- 26901.62.3 Chisholm Saw Mills Ltd. and Edmonton Box and Shook Co., Edmonton, Alta., *re* rates on lumber and forest products from North Central points in Alberta to Toronto, Ont.—*Dismissed*

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1939, was 1,551. The number of general circulars issued by the Board, directed to all the railway companies subject to its jurisdiction, was 2. The general orders as distinguished from other orders of the Board are those affecting all railway companies and other carriers subject to its jurisdiction, and are 14 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1939, will be found compiled under Appendix "F" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1939, was 2,025.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1939, was as follows:—

Freight tariffs, including supplements.....	39,369
Passenger tariffs, including supplements.....	8,380
Express tariffs, including supplements.....	973
Telephone tariffs, including supplements.....	1,973
Sleeping and parlour car tariffs, including supplements.....	39
Telegraph tariffs and supplements.....	36
Bridge tolls, including supplements.....	11
Total.....	50,781

The total number of tariffs filed from February 1, 1904, to December 31, 1939, was 2,023,150.

The details of the tariffs will be found under Appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1939, number 469 and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example, by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

The fund received this year a grant of \$500,000 with which, under certain conditions, contributions may be made to various projects of protection or of grade separation. This year a further sum of \$1,000,000 was allotted to the fund by Parliament, for the purpose of increasing its contribution to projects of works concerning level crossings. For more particulars regarding this Fund, the reader is referred to the report of the Chief Engineer of the Board at Appendix "B" of this report.

## OPERATING DEPARTMENT

During the year 1939 the Operating Department of the Board carried out investigations throughout all parts of the Dominion in connection with accidents to passengers, railway employees, highway crossing victims and others using the railway.

The number of accidents investigated totalled 1,500, involving 2,015 casualties, of which number 312 persons were killed and 1,703 were injured, which is an increase over the previous year of 74 casualties. Major train accidents on all railways in Canada dropped from 32 in 1938 to 30 in 1939, showing a reduction of this class of accident of 6.25 per cent from the previous year.

Accidents at highway crossings for the year totalled 243, with 102 killed and 348 injured. Of this number 52 accidents occurred at crossings where there were protective devices, divided as follows:

Protection	Accidents	Killed	Injured
Gates.....	7	2	8
Lightning Flash Signal.....			
Electric Bell.....	6	2	8
Bell and Wigwag.....	34	15	43
Watchman.....	5	2	13
Total (at protected crossings).....	52	21	72

In addition to the above there were 191 accidents at unprotected crossings, resulting in 81 killed and 276 injured, making a total of 243 accidents, with 102 persons killed and 348 injured. One hundred and forty-nine of these accidents occurred in daytime and 94 at night. Of this number, 80 accidents with 19 persons killed and 148 injured were caused by motor vehicles running into the sides of trains and a further analysis shows that of these, 31 ran into the sides of trains in daylight and 49 at night. The particulars of this class of accident are as follows:

## MOTOR VEHICLES RUNNING INTO SIDE OF TRAINS

	1939	Accidents	Killed	Injured
During daylight hours.....	31	7	52	
During night hours.....	49	12	96	
	80	19	148	
	1938			
During daylight hours.....	22	10	26	
During night hours.....	41	3	65	
	63	13	91	
Increase in 1939 over 1938.....	17	6	57	

Every public highway crossing where an accident occurred during the year was personally inspected by an officer of the Department, and where the conditions warranted it, improvements, protection, or additional protection by means of automatic or manual devices were recommended and effected.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

### ABANDONMENT OF LINES

During the year several applications were received from the various railways in connection with proposed abandonment of lines. Inspections were made and reported upon in each case, which were then referred to the Board for final disposition.

The extensive development of the Gasoline and Oil Industry has greatly increased the number of installations for the handling and storage of Inflammable Liquids on or adjacent to railway property. During the year there were 102 additional installations located on or adjacent to railway property for the handling and storage of inflammable liquids, dependent upon railway service. These cover refineries, distilleries, manufacturing and processing plants, marine loading and unloading terminals served by a railway, storage tanks, loading and unloading racks, warehouses and pipe lines.

The record of Railway Fires for the year 1939 indicates that in point of number of fires, it is the fourth lowest, third as to acreage burned over, and second as to monetary damage for the last ten years.

One hundred and seventy-one fires attributed to railways are reported to have originated on 13,948 miles of line classified as forested territory. These fires burned 949 acres of young forest growth, 28 acres of merchantable timber, 406 acres of slashing or old burned lands not restocking, and 1,085 acres of non-forested lands.

Of this total, 62 fires burned over less than one-fourth acre each; 89 fires burned over an area of one-fourth acre to ten acres each; and 20 fires burned over an area of more than 10 acres each.

The total area burned over was 2,468 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$2,211. Of this amount, the value of standing timber and young forest growth is estimated at \$1,975.

In accordance with the requirements of the Board, the railways maintained special patrol of 7,571 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,009 fire patrolmen.

Under the co-operative arrangements, with the various Dominion and Provincial Forest Services, 200 officers and men of such services were under appointment as ex-officio officers of the Board.

During the fire season of 1939, 5,341 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,444 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

During the year 1939, a total of 73 accidents causing fires or property loss were reported incidental to the transportation by freight of explosives and other dangerous articles, with a total property loss amounting to \$1,300. No persons were injured in these accidents.

Details relating to the report of the Operating Department will be found under Appendix "C".



## ROUTINE WORK OF THE BOARD

## RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1939, together with the number of orders issued:—

Number of applications made.....	2,025
Number of filings received during the year.....	28,244
Number of outgoing letters during the year.....	20,355
Number of orders issued during the year.....	1,551

## CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel of the staff of the Board during the year 1939:

It is with great regret that the Board records the death of its Chief Commissioner, the Honourable Hugh Guthrie, who died on November 3, 1939. The late Honourable Mr. Guthrie had been appointed Chief Commissioner of the Board on August 12, 1935. During his tenure of office he won the esteem of his colleagues and of all the members of the staff through the efficient and courteous manner with which he handled the affairs of the Board.

Lieut.-Col. F. M. MacPherson, formerly Minister of Public Works of British Columbia, was appointed Commissioner on September 21, 1939, to replace Mr. Wilfred Hanbury who had been previously appointed to take the place of the late Honourable T. C. Norris.

The following appointments were also made during the year: Mr. J. C. Lessard, of Montreal, formerly Research Assistant with the Canadian National Railways, was appointed Transportation Economist on September 6, 1939; Mr. H. E. B. Coyne, barrister, of Hamilton, was appointed Counsel on September 7, 1939, to replace Mr. A. Geo. Blair, who had previously retired; and Mr. F. S. Hartle, formerly Chief Mechanical Draftsman with the Canadian Pacific Railway Company, was appointed Assistant Director of Operation on December 4, 1939.



## APPENDIX "A"

REPORT OF THE DIRECTOR, BOARD'S TRAFFIC DEPARTMENT,  
FOR THE YEAR ENDED DECEMBER 31, 1939

I submit, for the Board's Thirty-fifth Annual Report, information regarding the work of the Traffic Department.

The number of Freight and Passenger Tariffs of Rail, Water and Air Carriers as well as agreed Charge, Express, Telephone, Telegraph, Sleeping and Parlour Car, and Bridge Toll Schedules, filed with the Board, was as follows:

FROM JANUARY 1, 1939, TO AND INCLUDING DECEMBER 31, 1939

<i>Freight—</i>				
Rail—				
Local Tariffs.....	518			
Supplements.....	707			
			1,225	
Joint Tariffs.....	405			
Supplements.....	4,308			
			4,713	
International Tariffs.....	1,359			
Supplements.....	31,414			
			32,773	
				38,711
Water Carriers—				
Local Tariffs.....	165			
Supplements.....	117			
			282	
Joint Tariffs.....	23			
Supplements.....	74			
			97	
International Tariffs.....	49			
Supplements.....	63			
			112	
				491
Air Lines—				
Local Tariffs.....	87			
Supplements.....	30			
			117	
Joint Tariffs.....	2			
Supplements.....	1			
			3	
International Tariffs.....	9			
Supplements.....	32			
			41	
				161
<i>Agreed Charges—</i>				
Local Tariffs.....	0			
Supplements.....	0			
Joint Tariffs.....	4			
Supplements.....	2			
			6	
				6
<i>Passenger—</i>				
Rail—				
Local Tariffs.....	1,901			
Supplements.....	621			
			2,522	
Joint Tariffs.....	718			
Supplements.....	765			
			1,483	
International Tariffs.....	1,178			
Supplements.....	2,942			
			4,120	
				8,125

FROM JANUARY 1, 1939, TO AND INCLUDING DECEMBER 31, 1939—*Concluded*

<i>Passenger—Concluded</i>			
<i>Water Carriers—</i>			
Local Tariffs.....	39		
Supplements.....	5	44	
Joint Tariffs.....	8		
Supplements.....	0	8	
International Tariffs.....	10		
Supplements.....	4	14	
			66
<i>Air Lines—</i>			
Local Tariffs.....	81		
Supplements.....	61	142	
Joint Tariffs.....	1		
Supplements.....	0	1	
International Tariffs.....	12		
Supplements.....	34	46	
			189
<i>Sleeping and Parlour Car—</i>			
Local Tariffs.....	2		
Supplements.....	4	6	
Joint Tariffs.....	3		
Supplements.....	5	8	
International Tariffs.....	14		
Supplements.....	11	25	
			39
<i>Express—</i>			
Local Tariffs.....	162		
Supplements.....	349	511	
Joint Tariffs.....	63		
Supplements.....	214	277	
International Tariffs.....	22		
Supplements.....	163	185	
			973
<i>Telephone—</i>			
Local Tariffs.....	4		
Supplements.....	102	106	
Joint Tariffs.....	2		
Supplements.....	1,865	1,867	
International Tariffs.....	0		
Supplements.....	0	0	
			1,973
<i>Telegraph—</i>			
Tariffs.....	7		
Supplements.....	29	36	
			36
<i>Bridge Tolls—</i>			
Local Tariffs.....	0		
Supplements.....	0	0	
Joint Tariffs.....	0		
Supplements.....	0	0	
International Tariffs.....	3		
Supplements.....	8	11	
			11
Combined Total all Schedules.....			50,781

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July, 1938, to June, 1939, inclusive.

During this period, there were filed 16,491 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,220,334 rates and 610,167 extensions checked, and 16,491 columns of figures added.

As a result of this check, it was necessary to issue 3,076 Corrections.

The total *additions* to the accounts amounted to \$968.86, and the total *deductions* \$5,281.00. •

The total amount *claimed* by railways was \$670,692.80, and the amount *allowed* was \$666,380.66, or a *net deduction* of \$4,312.14.

During this period, 186 Orders were issued, approving tariffs or rates, and certifying to the normal tolls.

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A total of 2,219 communications was made to railways, express, telephone, telegraph and international bridge companies, as well as aircraft operators and water carriers, in connection with complaints, proper interpretation of tariffs, or classification and filing of same; also, in connection with Powers of Attorney, Concurrences, Free or Reduced Rate Transportation, administration of the Maritime Freight Rates Act, etc.; 2,788 Memoranda and Reports were also made to the Board; and 1,233 communications to others. The grand total of all the above was 6,240.

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During the year under report, there were issued 126 Traffic Orders; 7 General Traffic Orders; 77 Orders dealing with issuance of Air Licences; 33 Orders dealing with issuance of Water Transport Licences; 8 Orders concerning Agreed Charges; and 66 Orders approving new Traffic Connecting Agreements or Service Station Contracts between the Bell Telephone Company and named local telephone companies.

During the calendar year 1939, 28 applicants for licences to transport passengers and goods by aircraft under the provisions of The Transport Act, 1938, submitted a total of 101 applications. Of these, 63 licences were issued, covering approximately 21,268 miles throughout all the Provinces, the Yukon and the Northwest Territories.

Sixteen applications were withdrawn, 7 refused, and 15 are still pending. Of the 63 licences granted, 6 cover interurban services in Canada, 10 international routes between Canada and the United States, and 47 bush services in Northern Canada.

In the same period, 165 ships on the Great Lakes were licensed under applications received from 25 water carriers, all covering services within Canada and within the territory extending from the head of the Great Lakes to the west end of the Island of Orleans.

A great deal of correspondence, discussion and detailed work has been necessary in respect to the licensing provisions of The Transport Act, particularly so in respect to aviation. A large amount of educational work has been necessary in the preparation and the filing of tariffs; also, it has been necessary to investigate alleged violations of licences, tariffs, etc., much of which might have been avoided had there not been such an extraordinary lack of co-operation amongst the various companies, and a greater appreciation of the necessity to comply with the principles laid down in the Act.

Due to war conditions, it is impossible to foresee to what extent air and water carriers will be affected, but it is anticipated that there will be no lessening of the labours of this Department endeavouring to bring into proper co-ordination and harmony the various services affected by the enactment of The Transport Act.

W. E. CAMPBELL,

*Director, Traffic Department.*

## APPENDIX "B"

OTTAWA, January 24, 1940.

P. F. BAILLARGEON, Esq.,

Secretary, Board of Transport Commissioners for Canada,  
Ottawa, Ontario.

SIR,—I herewith submit annual report covering the work of the Engineering Department during the year 1939.

Yours truly,

D. G. KILBURN,  
*Chief Engineer.*

A heavy volume of work was carried out by the Engineering Department throughout the year. A great many projects were undertaken to which contributions were made from special funds voted by Parliament for the protection and safety of the public at highway crossings, and also for the relief of unemployment.

In addition to the above work undertaken, there were also many projects under construction or completed towards which contributions had been made in previous years.

There were also many projects submitted with applications for contribution, which after close study were not recommended.

The above applications were widely scattered throughout the Dominion, involving 469 inspections and travel mileage of 133,822 miles by the Board's Engineers.

## RAILWAY LOCATION

Revised location of the line of the Grand River Railway between Galt and Waterloo, in the Province of Ontario.

## RAILWAY ABANDONMENT

Abandonment of operation of the Canadian National Railways, Middleton Subdivision between Bridgetown, Mileage 68·0 and Granville Centre, mileage 75·63, in the Province of Nova Scotia, a distance of 7·63 miles.

Abandonment of operation of a portion of the Middleton Subdivision of the Canadian National Railways from Middleton Junction, mileage 53·21 to mileage 68·0, in the Province of Nova Scotia.

Abandonment of operation of a portion of the Listowel Subdivision of the Canadian Pacific Railway from Linwood, mileage 0·3, to Listowel, mileage 16·5 in the Province of Ontario.

Abandonment of operation of a portion of the L'Original Subdivision of the Canadian National Railways between Hawkesbury, Ontario, mileage 32·7, and Hurdman, Ontario, mileage 89·3, a distance of 56·6 miles.

Abandonment of operation of spur track serving the Canada and Dominion Sugar Company, one and a half miles east of Sandison, Ontario, by the Pere Marquette Railway.

Abandonment of operation of the street car line of the Canadian National Railways, in the City of Oshawa, Province of Ontario.



## OPENING FOR TRAFFIC

Opening for the carriage of traffic portion of the Grand River Railway as revised from mileage 2.90 to mileage 4.70, in the Town of Preston, Province of Ontario.

## RAILWAY CONNECTION

Construction of a branch line from mileage 42.92 Kentville Subdivision, Canadian Pacific Railway, to mileage 67.08 Middleton Subdivision, Canadian National Railways, in the Province of Nova Scotia.

Construction of a branch line from mileage 26.51 Newton Subdivision, Canadian National Railways, to mileage 16.5 Listowel Subdivision, Canadian Pacific Railway, in the Province of Ontario.

Construction of connecting track between the Michigan Central Railway and the refuse track of the North American Cyanamid, Limited, at Niagara Falls, Ontario.

Construction of connecting track between the logging railway of the Victoria Lumber and Manufacturing Company and the Canadian National Railways at mileage 88.46 Cowichan Subdivision, Canadian National Railways, near Hawes, B.C.

Construction of connecting track between the Grand River Railway and the Canadian National Railways at Preston, Ontario.

Construction of connecting track Canadian Pacific Railway branch line to Provincial Gravel and Coal Company and the Canadian National Railways in the southeast quarter of section 12, township 11, range 4, E.P.M., in the Province of Manitoba.

## RAILWAY CROSSINGS

Construction of diamond crossing of the Canadian Pacific Railway by the spur of the Canadian International Paper Company at Gatineau, P.Q.

## OPERATION OF INTERLOCKERS

Operation of interlocking plant at crossing of Canadian National Railways by the Grand River Railway at Beverley Street, Galt, Ontario.

Operation of interlocking plant at crossing of Canadian National Railways and the Toronto, Hamilton and Buffalo Railway by the Lake Erie and Northern Railway at Brantford, Ontario.

Operation of interlocking plant at crossing of the Canadian Pacific Railway by the Pere Marquette Railway at Chatham, Ontario.

Removal of interlocking plant on the drawbridge over the Nikomekl River near Crescent, B.C., by the Vancouver, Victoria and Eastern Railway.

Removal of interlocking plant on the drawbridge over the Serpentine River near Crescent, B.C., by the Vancouver, Victoria and Eastern Railway.

Operation of interlocking plant at crossing of the Temiskaming and Northern Ontario Railway and the Canadian National Railways at North Bay, Ontario.

Operation of interlocking plant as rearranged at the crossing of the New York Central Railroad and the Canadian National Railways, at Cecile Junction, Province of Quebec.

Operation of trains through interlocker without coming to a stop at the crossing of the Trent Canal, mileage 67.1 Bala Subdivision, Canadian National Railways.

Operation of trains through interlocking plant by the Canadian National Railway and the Canadian Pacific Railway at De Beaujeu, P.Q., without first being brought to a stop.

Operation of trains through interlocking plant at Diltz, Ontario, by the Toronto, Hamilton and Buffalo Railway and the Canadian National Railways, without coming to a stop.

## OPERATION OF BRIDGES

Operation of bridge at mileage 113.4 Viking Subdivision, Canadian National Railways, in the Province of Alberta.

Operation under bridge over the Galt and Brampton Subdivision of the Canadian Pacific Railway on Dundas Street, Toronto, Ontario.

Operation under overhead farm crossing bridge at mileage 15.23 Parry Sound Subdivision Canadian Pacific Railway, in the Province of Ontario.

Operation under overhead bridge on Westminster Avenue, Montreal, P.Q., mileage 44.6 Adirondack Subdivision, Canadian Pacific Railway.

Operation of bridge over Highway No. 5, mileage 66.6, Megantic Subdivision, Province of Quebec.

Operation of bridge at mileage 56.0 Qu'Appelle Subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of bridge at mileage 10.4 Qu'Appelle Subdivision, Canadian National Railways, in the province of Saskatchewan.

Operation of trestle over Wolf River, mileage 97.8 Dorion Subdivision, Canadian National Railways, in the Province of Ontario.

Operation of bridge at mileage 44.15 Sorel Subdivision, Canadian National Railways, in the Parish of St. Joseph, County of Richelieu, Province of Quebec.

Operation under bridge on Route 14, mileage 14.5 Rouses Point Subdivision, Canadian National Railways, Parish of Laprairie, Province of Quebec.

Operation of the Generaska River bridge at Port Hope, Ontario, by the Canadian National Railways.

Operation of bridge across the Assiniboine River, mileage 50 Gladstone Subdivision, Canadian National Railways, in the Province of Manitoba.

Operation of bridge over Portneuf River mileage 29.7 La Tuque Subdivision, Canadian National Railways, in the Province of Quebec.

Operation under overhead bridge at St. Jerome, P.Q., mileage 33.65 Lachute Subdivision, Canadian National Railways.

Operation of bridge No. 29, Brockville Subdivision, Canadian Pacific Railway, over Story's Creek, in the Province of Ontario.

Operation of bridge at mileage 17.7 Asquith Subdivision, Canadian National Railways, in the Province of Saskatchewan.

Operation of bridge No. 0.5 Copper Mountain Subdivision, Canadian Pacific Railway over the Similkameen River, in the Province of British Columbia.

Operation under bridge at mileage 17.7 Wabamun Subdivision, Canadian National Railways, in the Province of Alberta.

Operation of bridge at mileage 75.4 Brampton Subdivision Canadian National Railways, over the Nith River, near New Hamburg, Ontario.

Operation of bridge over the Speed River on the Canadian Gypsum Company's siding at Guelph, Ontario, by the Canadian National Railways.

Operation of bridge at mileage 122.7 Gladstone Subdivision, Canadian National Railways, in the Province of Manitoba.

Operation of bridge over new super highway in Lot 23, Concession 3, township of Grantham, Province of Ontario, by the Niagara, St. Catharines and Toronto Railway (C. N. Rys.).

Operation of bridge at mileage 47.9 Gladstone Subdivision, Canadian National Railways, in the Province of Manitoba.

Operation of bridge at mileage 70.2 Neepawa Subdivision, Canadian National Railways, in the Province of Manitoba.

Operation of bridge at mileage 138.5 Gladstone Subdivision, Canadian National Railways, in the Province of Manitoba.

Operation under highway bridges at mileage 3.99 Drummondville Subdivision, Canadian National Railways, in the Province of Quebec.

Operation of bridge over the Portneuf River at mileage 125.9 Quebec Subdivision, Canadian Pacific Railway, in the Province of Quebec.

Operation of bridge over the tracks of the Toronto, Hamilton and Buffalo Railway by the Canadian National Railways.

Operation under bridge on Dundurn Street, Hamilton, Ontario, by the Canadian National Railways.

#### OPERATION OF SUBWAYS

Operation of yard track leads over subway at Victoria Park Avenue, Toronto, Ontario, by the Canadian National Railways.

Operation over the subway at Mann Avenue, Ottawa, Ontario, by the Canadian National Railways.

Operation over two subways on Kings Highway No. 20, in Lots 26 and 27, township of Saltfleet, north of Stoney Creek, Ontario, by the Canadian National Railways.

Operation over subway at York Avenue, Winnipeg, Manitoba, Province of Manitoba, by the Canadian National Railways.

Operation over subway at Main and D'Arcy Streets, Emerson, Manitoba, by the Canadian National Railways.

Operation over the subway at Rouen Street, Montreal, Province of Quebec, by the Canadian Pacific Railway.

Operation over the subway at Eighteenth Street, New Toronto, Ontario, by the Canadian National Railways.

Operation over the subway at Sherbrooke Street East, Pointe aux Trembles, P.Q., by the Canadian National Railways.

Operation over the subway at Pleasant Street, Amherst, N.S., by the Canadian National Railways.

Operation over subway at St. Marguerite Street, Montreal, P.Q., by the Canadian National Railways.

Operation over subway at Notre Dame Street, in the City of Montreal, P.Q., by the Canadian Pacific Railway.

Operation over subway at St. Marguerite Street, Three Rivers, P.Q., by the Canadian Pacific Railway.

Operation over subway at Main Street, Coaticook, P.Q., by the Canadian National Railways.

#### INTERLOCKING PLANTS

Installation of interlocking plant for protection of the Trent Canal draw-bridge at Cambridge, Ontario, by the Canadian National Railways.

Alterations to the interlocking plant at the crossing of the Canadian National Railways with the Canadian Pacific Railway at Port Arthur, Ontario.

Removal of diamond and derails and discontinuance of the operation of street cars of the crossing of the Canadian Pacific Railway on St. Valier Street, Quebec, P.Q., by the Quebec Railway, Light and Power Company.

Alterations to interlocking plant at the crossing of the Pere Marquette Railway by the Canadian National Railways at Chatham, Ontario.

Alterations to interlocking plant at the crossing of the Toronto, Hamilton and Buffalo Railway and the Canadian National Railways at mileage 9.80, Diltz, Ontario.

Alterations to interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Coniston, Ontario.



## PROTECTION AT HIGHWAY CROSSINGS

Installation of bell and wigwag at crossing of Highway No. 4 at McAdam, N.B., mileage 83.76 Saint John Subdivision, Canadian Pacific Railway.

Installation of bell and wigwag at crossing of Highway No. 4 at McAdam, N.B., mileage 0.59 Shogomoc Subdivision, Canadian Pacific Railway.

Alterations in operating circuit of signal at crossing of Howard Avenue, Lake Shore Junction, Ontario, mileage 109.7 Windsor Subdivision, Canadian Pacific Railway.

Installation of wigwag in addition to existing bells at highway crossings at mileages 100.03 and 100.33 Cayuga Subdivision, Corinth, Ontario, and establishing of sight lines in southeast corner of the County Road.

Installation of additional wigwag and bell and provide an additional circuit at the crossing of Ridge Road at Ridgeway, Ontario, by the Canadian National Railways.

Establishment of sight lines at crossing of highway by the Canadian Pacific Railway at mileage 85.63 Peterboro Subdivision in the Province of Ontario.

Electrification of existing mechanically operated gates at the crossing of Front Street and John Street, Toronto, Ontario, by the Canadian National Railways.

Rebuilding of highway and railway approaches to the Kaministiquia River bridge at Mission Terminals, Fort William, Ontario, by the Canadian National Railways.

Installation of bell and wigwag at crossing of Highway No. 3, known as Primeau Crossing, two miles south of Kanawaki, P.Q., by the New York Central Railroad Company.

Installation of two reflectorized signs at the crossing of Eleventh Street, Saskatoon, Saskatchewan, by the Canadian National Railways.

Alteration in circuit distance operation flashing light signals at the crossing of Provencher Avenue, St. Boniface, Manitoba, by the Canadian National Railways.

Installation of bell and wigwag at crossing of Paget Street, Sundridge, Ontario, mileage 71, Huntsville Subdivision, Canadian National Railways.

Installation of wigwag signal in addition to existing bell and an additional bell and wigwag at the crossing of highway No. 19 just south of Tillsonburg, Ontario, by the Canadian National Railways.

Installation of reflectorized crossbuck sign on each side of the track at the crossing west of Bienfait Station, in the Province of Saskatchewan, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of the highway at Petite Riviere, P.Q., mileage 11.01 Bridge Subdivision, Canadian National Railways.

Installation of double wigwags with pedestrian bells attached in lieu of present gates and gatemen, at the crossing of King Street, Trenton, Ontario, by the Canadian National Railways.

Installation of double wigwags with pedestrian bells attached in lieu of watchmen at crossing of Dundas Street, Trenton, Ontario, by the Canadian National Railways.

Rearrangement of cross-over and trackages in the vicinity of the first highway crossing west of St. Hubert, P.Q., mileage 9.58 St. Hyacinthe Subdivision, Canadian National Railways, also one semaphore type of automatic gate and gate-arm mechanism to be attached to post of existing bell and wigwag.

Installation of bells and wigwags at the crossing of St. Jean Street, Yama-chiche, P.Q., by the Canadian Pacific Railway.



Installation of bell and wigwag at crossing Trunk Road No. 1, mileage 19·31 Kentville Subdivision, Dominion Atlantic Railway (C.P.R.) at Auburn, Nova Scotia.

Installation of bell and wigwag at crossing of Highway at mileage 30·7 Crowsnest Subdivision, Canadian Pacific Railway, in the Province of Alberta.

Installation of bell and wigwag at crossing of highway at mileage 9·2 Leduc Subdivision, Canadian Pacific Railway, in the Province of Alberta.

Installation of double bells and wigwags at crossing of the Joliette-Lachute Highway two and one-half miles from St. Jerome, P.Q., by the Canadian Pacific Railway.

Installation of double bells and wigwags at the crossing of the highway near Scotstown, P.Q., by the Canadian Pacific Railway.

Installation of bell and wigwag at the crossing of the highway 350 feet east of Belmont Station, in Province of Nova Scotia, by the Canadian National Railways.

Installation of bell and wigwag at the crossing of Main Street, Sussex, N.B., also reflector signs, by the Canadian National Railways.

Installation of bell and wigwag at highway crossing 350 feet east of Belmont Station, in the Province of Nova Scotia, mileage 7·57 Springhill Subdivision, Canadian National Railways.

Installation of two wigwags and one bell at the crossing of Highway No. 69 north of Bala, Ontario, mileage 116·10 MacTier Subdivision, Canadian Pacific Railway.

Installation of bell and wigwag at highway crossing at Des Grosbois, P.Q., mileage 49·25, Ste. Agathe Subdivision, Canadian Pacific Railway.

#### CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Per cent	Contribution
				\$ cts.
Bell and wigwag (1).....	Highway No. 4, McAdam, N.B.....	C.P.R.....	40	1,048 00
“ “ (1).....	Highway No. 4, McAdam, N.B.....	C.P.R.....	40	800 00
Wigwags (2).....	Village of Corinth, Ont.....	C.N.R.....	40	1,012 00
Bell and wigwag (1).....	Ridge Road, Ridgeway, Ont.....	C.N.R.....	40	620 00
“ “ (1).....	Kanawaki, P.Q.....	N.Y.C.....	40	1,100 00
Reflector Signs (2).....	Eleventh Street, Saskatoon, Sask.....	C.N.R.....	40	52 00
Bell (1), Wigwags (2).....	Highway No. 19, Tillsonburg, Ont.....	C.N.R.....	40	644 00
Overhead Highway Crossing.....	Dryden, Ont.....	C.P.R.....	40	24,000 00
Bells and wigwags (2).....	Petite Riviere, P.Q.....	C.N.R.....	40	900 00
“ “ (2).....	King Street, Trenton, Ont.....	C.N.R.....	40	775 00
“ “ (2).....	Dundas Street, Trenton, Ont.....	C.N.R.....	40	775 00
Automatic gate arm (1).....	St. Hubert, P.Q.....	C.N.R.....	40	2,800 00
Bells and wigwags (1).....	St. Jean Street, Yamachiche, P.Q.....	C.P.R.....	40	1,200 00
“ “ (1).....	Auburn, N.S.....	C.P.R.....	40	800 00
“ “ (1).....	MacLeod, Alta.....	C.P.R.....	40	1,040 00
“ “ (1).....	M. 9·2 Leduc Sub., Alta.....	C.P.R.....	40	440 00
“ “ (1).....	Doon Road, Kitchener, Ont.....	C.P.R.....	40	720 00
“ “ (2).....	St. Jerome, P.Q.....	C.P.R.....	40	1,440 00
“ “ (2).....	Scotstown, P.Q.....	C.P.R.....	40	2,120 00
“ “ (1).....	Belmont, N.S.....	C.N.R.....	40	1,000 00
Cross-over track.....	St. Hubert, P.Q.....	C.N.R.....	40	720 00
Auto signal alteration.....	St. Johns, P.Q.....	C.N.R.....	40	480 00
Bell and wigwag (1).....	Belmont, N.S.....	C.N.R.....	40	240 00
Bell (1), wigwags (2).....	Highway No. 69, Bala, Ont.....	C.P.R.....	40	1,106 00
Bell and wigwag (1).....	Degrosbois, P.Q.....	C.P.R.....	40	842 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 585, 1939-40

Protection	Location	Railway	Per cent	Contribution
Highway diversion.....	Saskatoon, Sask.....	C.N.R.....	70	32,200 00
Highway diversion.....	Rocky Mountain House, Alta.....	C.N.R.....	70	9,100 00
Subway reconstructed.....	Northwood, Ontario.....	C.N.R.....	70	21,000 00
Highway diversion.....	Edmonton-Jasper Highway, Alta.....	C.N.R.....	70	21,000 00
Highway diversion.....	Welsh-Crow's Nest Highway, Alta.....	C.P.R.....	70	12,000 00
Overhead highway crossing.....	Township of Hagar, Ont.....	C.P.R.....	40	36,620 00
Highway diversion.....	Lake Shore Road, N.S.....	C.N.R.....	70	35,000 00
Subway reconstructed.....	Highway No. 2, Twp. Ekfried, Ont.....	C.N.R.....	70	49,000 00
Highway diversion.....	Allen's Mill, P.Q.....	C.N.R.....	100	7,500 00
Overhead highway crossing.....	Dundurn Street, Hamilton, Ont.....	T.H. & B. Ry. C.N.R.....	70	73,376 53
Highway diversion.....	R.M. of Wallace, Manitoba.....	C.N.R.....	100	4,000 00
Overhead highway crossing.....	Ste. Agathe, P.Q.....	C.P.R.....	40	26,840 00
Highway diversion.....	Spence's Bridge, Merritt Road, B.C.....	C.P.R.....	70	16,800 00
Overhead highway crossing.....	Brookville, N.B.....	C.N.R.....	70	16,800 00
Overhead highway crossing.....	Blair's Siding, N.B.....	C.N.R.....	70	14,000 00
Subway reconstructed.....	Montee St. Laurent Road, Montreal, P.Q.....	C.N.R.....	70	87,269 00
Highway diversion.....	Township 5, Range 10 and 11, W., Man.....	C.N.R.....	70	5,390 00
Subway reconstructed.....	Prescott, Ont.....	C.P.R.....	85	59,755 00
Highway diversion.....	Highway No. 2, County Madawaska, N.B.....	C.N.R.....	70	15,400 00
Bell and wigwag.....	Main Street, Sussex, N.B.....	C.N.R.....	70	1,260 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 629, 1939-40

Subway.....	Elphinstone, Man.....	C.N.R.....	70	2,848 98
Subway.....	Mann Avenue, Ottawa, Ont.....	C.P.R. and C.N.R.....	70	21,700 00
Railway diversion.....	Newport, P.Q.....	C.N.R.....	70	23,499 00

## CONTRIBUTIONS UNDER DEPARTMENT OF TRANSPORT VOTE No. 630, 1939-40

Subway.....	Highway No. 2, Shubenacadie, N.S.....	C.N.R.....	70	3,619 00
Subway.....	Water Street, Oxford, N.S.....	C.N.R.....	75	18,750 00
Highway diversion.....	Fredericton, N.B.....	C.P.R. and C.N.R.....	70	6,300 00
Bell and wigwag.....	Paget Street, Sundridge, Ont.....	C.N.R.....	100	3,420 00
Subway.....	Coteau du Lac, P.Q.....	C.N.R.....	70	21,000 00

GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, HIGHWAY CROSSINGS, DIVERSIONS, OVERHEAD  
HIGHWAY CROSSINGS, BELLS, AND WIG-WAGS, BRIDGES, GATES, AND SUBWAYS INSTALLED DURING THE  
YEAR ENDED DECEMBER 31, 1939

Provinces	Indus- trial Sidings	Highway Crossings	Highway Diver- sions	Highway Crossings closed	Overhead Highway Crossings	Highway under Crossings	Bridges	Gates	Wig-wag	Bell and Wig-wag	Subway	Reflector Signs
British Columbia.....	7	7	1	2	1	0	1	0	0	0	0	1
Alberta.....	8	9	3	9	0	0	0	0	0	2	1	0
Saskatchewan.....	4	10	2	8	0	0	0	0	0	0	0	3
Manitoba.....	4	13	2	4	0	0	5	0	0	0	0	0
Ontario.....	21	53	0	7	9	2	5	0	3	10	7	2
Quebec.....	4	21	3	8	3	3	5	1	0	11	4	0
New Brunswick.....	0	4	2	4	0	0	3	0	0	3	0	0
Nova Scotia.....	1	4	2	0	1	0	0	0	0	5	2	0
Prince Edward Island.....	0	2	0	1	0	0	0	0	0	0	0	0
Total.....	49	123	15	43	14	5	19	1	3	31	14	6

## RAILWAY GRADE CROSSING FUNDS

In accordance with the provisions of sub-section (5) of Section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000.00 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years, and again in 1929. An amount of \$500,000.00 was transferred to The Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000.00 from the Unemployment and Farm Relief Fund, 1931-32; \$500,000.00 by special vote of parliament in 1934. In 1938, \$300,000.00 was placed in The Railway Grade Crossing Fund in addition to the usual \$200,000.00 and \$500,000.00 was placed in The Railway Grade Crossing Fund by special vote in 1939; \$1,000,000.00 by the Public Works Construction Act, 1935; \$1,000,000.00 by Vote 420 Special Supplementary Estimates 1936-37; \$1,064,000.00; Vote 357 Special Supplementary Estimates 1936-37; \$1,064,000.00; Vote 630 Supplementary Estimates 1938-39 provided \$1,000,000.00, and Vote 585 Supplementary Estimates 1939-40 provided \$1,000,000.00—making a total provided to the end of the year 1939 of \$13,464,000.00. Out of these funds the sum of \$10,448,169.02 has already been paid and approximately 60 per cent of the remainder has been committed.

In 1928, the Railway Act was amended by chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.00. Under the terms of the Public Works Construction Act, 1935, Vote 420 of the Special Supplementary Estimates, 1936-37, Vote 357 of the Special Supplementary Estimates, 1937-38 and Vote 630 Supplementary Estimates 1938-39, and Vote 585 Supplementary Estimates 1939-40, grants could be made up to 100 per cent of the cost of construction out of the funds provided under those Acts

From the 1st day of April, 1909, to the 31st of December, 1939, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1945 crossings as follows:—

By Automatic interlocking plants.....	14
Closing crossings.....	263
Crossings eliminated.....	111
Diversion and overhead bridge.....	15
Diversion and subway.....	11
Diversion to subway.....	4
Electric bell.....	184
Electric bell and flashlight.....	2
Electric bell, and wigwag.....	692
Electric bell, wigwag and gate arm.....	9
Electric flashlight.....	1
Easing curve on approach to bridge.....	1
Gates.....	120
Gates automatic.....	3
Gates electric.....	1
Gates and half interlocker.....	1
Improvement to grade on crossing approaches.....	18
Footbridge.....	1
Lengthening ringing circuit of bell.....	2
Lightning flash signals.....	12



By Overhead bridges reconstructed.....	5
Overhead bridges.....	121
Open two level crossings in lieu of replacing wooden bridge.....	1
Pedestrian subways.....	5
Reflectorized crossing signs.....	3
Shelter (watchman).....	1
Removing obstructions to view and reducing grade.....	6
Removing obstructions to view.....	164
Subways.....	147
Subways reconstructed.....	14
Tunnel.....	1
Floodlights.....	2
Wigwags.....	7
Tower (watchman).....	3

There were 288 highway diversions constructed which made it possible to close 263 crossings, and eliminate traffic from 111 crossings.

During the year 1939, protection was provided at 51 crossings and changed at 6 crossings as follows:—

By Adding gate arms to electric bells and wigwags.....	1
Adding wigwags to existing bells.....	3
Removing gates and adding bells and wigwags.....	2
Closing crossings.....	19
Electric bells and wigwags and gate arm.....	1
Electric bells and wigwags.....	14
Overhead bridge.....	5
Pedestrian subway.....	1
Reconstruct subway.....	6
Reconstruct overhead bridge.....	2
Reflectorized crossing signs.....	1
Subways.....	2

Twelve highway diversions were approved during the year, which made it possible to close 19 crossings.

During the year, \$1,693,724.88 was paid out of the Railway Grade Crossing Funds.

EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS—  
1909 TO DECEMBER 31, 1939

Province	Grade Crossing Fund	Percentage of Total	Municipality	Percentage of Total	Railway	Percentage of Total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia..	724,966 52	38.85	730,037 40	39.12	411,199 27	22.03	1,866,203 19
Alberta.....	354,586 89	30.90	394,168 55	34.36	398,546 43	34.74	1,147,301 87
Saskatchewan....	581,138 42	34.77	765,436 87	45.80	324,703 69	19.43	1,671,278 98
Manitoba.....	333,237 95	43.28	202,084 92	26.24	234,662 26	30.48	769,985 13
Ontario.....	5,566,680 37	19.80	9,018,996 15	32.07	13,532,355 91	48.13	28,118,032 43
Quebec.....	2,000,051 23	37.28	2,565,310 82	47.82	799,624 48	14.90	5,364,986 53
New Brunswick....	235,844 76	42.43	177,808 62	31.99	142,152 88	25.58	555,806 26
Nova Scotia.....	628,902 26	44.25	554,931 55	39.04	237,575 09	16.71	1,421,408 90
Prince Edward Island.....	22,760 62	60.08	12,822 98	33.85	2,300 94	6.07	37,884 54
	10,448,169 02	25.51	14,421,597 86	35.21	16,083,120 95	39.28	40,952,887 83

The above figures include payments from the Railway Grade Crossing Fund and all other Votes for highway crossing protection.

Engineering Department,  
Jan. 6, 1940.

## APPENDIX "C"

REPORT OF THE DIRECTOR OF OPERATION OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1939

OTTAWA, January 27th, 1940.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Transport Commissioners,  
Ottawa, Ont.

DEAR SIR,—I submit, for the Board's Thirty-fifth Report, the annual report of the Operating Department for the year ended December 31, 1939.

	Year 1939	Last 10-year period
<i>Accidents—</i>		
Total accident reports received from railways and investigated.	1,500	21,569
Total persons killed.....	312	3,162
Total persons injured.....	1,703	22,830
<i>Fatalities—</i>		
Passengers.....	3	79
Employees.....	57	597
Trespassers and others.....	252	2,486
Total.....	312	3,162
<i>Injuries—</i>		
Passengers.....	374	3,481
Employees.....	820	13,552
Trespassers and others.....	509	5,797
Total.....	1,703	22,830
<i>Highway Crossing Accidents—</i>		
Accidents.....	243	2,602
Persons killed.....	102	1,004
Persons injured.....	348	3,506
<i>Motive Power—</i>		
Number of locomotives.....	5,017	53,536
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Stay Bolts, Washouts, Boilers and Appurtenances, etc.....	61,187	643,947
<i>Inspection of Motive Power—</i>		
Locomotives inspected.....	7,938	88,395
Locomotives found defective.....	454	4,745
Defects.....	571	6,226
<i>Locomotive Boilers—</i>		
(Applications for extension of time for removal of flues)—		
Applications received from railways.....	238	1,860
Internal inspections made.....	235	1,763
Applications granted.....	232	1,733
Applications refused.....	3	30
Applications withdrawn or otherwise disposed of.....	4	41
<i>Stationary Boilers—</i>		
Number of stationary boilers.....	1,774	19,903
Inspection Reports.....	3,546	41,771
Inspections made.....	981	—
Fire protective appliance inspection reports.....	1,930	—
<i>Safety Appliance and Equipment Inspections—</i>		
Freight cars inspected.....	78,417	672,344
Freight cars found defective.....	3,322	33,400
Defects.....	3,766	37,476
Passenger coaches inspected.....	4,053	—
Passenger coaches found with defects.....	215	—
<i>Inspection of Freight Cars for Correct Tare Weight—</i>		
Number of cars inspected.....	16,090	—
Number of cars found overdue for weighing for tare.....	556	—

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 1,500, involving 2,015 casualties, of which number 312 persons were killed and 1,703 were injured. This is an increase over the previous year of 8 accidents, 33 killed and 41 injured. Major train accidents (derailments and collisions) on all railways in Canada dropped from 32 in 1938 to 30 in 1939, showing a reduction of 2 accidents of this class compared with the previous year.

Out of a total of 1,500 accidents, involving 2,015 casualties, there were 130 trespassers killed and 134 injured. Reference is made to Statement No. 10, showing by railways and provinces the number of trespassers killed and injured. For the year 1938 there were 119 trespassers killed and 151 injured, this being an increase of 11 killed and a decrease of 17 injured for the year 1939.

Highway crossing accidents for the year numbered 243, resulting in 102 persons killed and 348 injured. A comparison with the previous year is as follows:

	Accidents	Killed	Injured
1938.....	242	96	300
1939.....	243	102	348
Increase.....	1	6	48

Of these 243 accidents, 219 involved motor vehicles resulting in 91 deaths and injured 331. The remainder of the accidents, 24, involved horse-drawn vehicles, pedestrians, etc., and resulted in 11 deaths and injuries to 17 persons.

Of the 243 accidents at highway crossings, 149 occurred during the daytime and 94 at night.

Accidents to the number of 80 were caused by auto vehicles running into the sides of trains at crossings, resulting in 19 persons being killed and 148 injured. Thirty-one of this class of accident occurred during the daytime and 49 at night. The particulars of this class of accident are as follows:

## MOTOR VEHICLES RUNNING INTO SIDE OF TRAINS

1939	Accidents	Killed	Injured
During daylight hours.....	31	7	52
During night hours.....	49	12	96
	80	19	148
1938			
During daylight hours.....	22	10	26
During night hours.....	41	3	65
	63	13	91
Increase in 1939 over 1938.....	17	6	57

Forty-one of the above accidents occurred in Ontario and 21 in Quebec. Therefore, Ontario accounts for more than all the other provinces of Canada put together in this class of accident, and the two provinces of Ontario and Quebec combined account for 62 out of 80 of these particular accidents.

On the Statutes of Ontario there is a law reading as follows:

"23. (2) No motor vehicle shall be driven upon any highway outside of a city, town or village at a greater rate of speed than fifty miles per hour, nor over a level railway crossing, whether or not the driver of the vehicle has a clear view of approaching railway traffic, at a greater rate of speed than twenty miles per hour."

In Quebec there is a law reading:

"Section 41a.

Before driving a motor vehicle over a level crossing, the person who is driving such vehicle must bring it to a stop for a moment near such crossing, and then start it in low gear

This provision shall apply in the case of tracks of a railway subject to federal or provincial authority, but shall not apply in the case of tramway tracks, nor in the case of a level crossing while it is in charge of a signalman or when it is equipped with gates or signals automatically indicating the approach of a train."

If these two laws were enforced, even to a limited degree, it is felt that a considerable number of accidents, not only in the class now under discussion, but in many other of the many types of accidents at railway crossings, could be avoided.

Particulars of highway crossing accidents, protection provided, etc., are shown in Statement Nos. 12 to 20, inclusive. Perusal of Statement No. 19 is suggested for general purposes in connection with the crossing accident situation of the past year.

In an effort to reduce the number of highway crossing accidents, the Board issued General Order No. 578, effective October 15, 1938, changing the statutory warning signal to be sounded by locomotives when approaching public crossings. The change consisted of lengthening the last blast of the whistle in order to amplify the warning to the public using the crossing. During the year 1939 the number of accidents at crossings where motor vehicles were actually struck by trains shows a decrease of 13 as compared with the year 1938, which would indicate that the changing of the whistle signal for highway crossing is showing beneficial results.

#### INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 21 and 22. In connection with cars overdue for weighing for tare it was found that out of 16,090 cars so inspected, 556 were found to be overdue. Attention of the railway was drawn to such cases and cars were worked to a scaling point, weighed and restencilled.

#### INSPECTION OF MOTIVE POWER

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

#### LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 235 internal examinations of locomotives. Two hundred and twenty-nine applications were granted the full period of time requested.

Upon examination, it was found that 3 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. In three cases the conditions were such that the extensions could not be properly granted, and were refused. Four applications were withdrawn, the others are pending.

Under General Order No. 473, Locomotive Boiler Inspection Order, 61,187 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,017 locomotives.



## INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 981 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified. In addition, there were received 1,930 reports of monthly inspections of fire protective appliances on stationary boilers under General Order No. 548.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 3,546 report forms of semi-annual and annual inspections were filed during the year, covering 1,774 stationary boilers. The checking and recording of the above-mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

## INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4,470 report forms of inspection were filed during the year, covering 3,767 air reservoirs. Attention is being given to the matter of regulating the system of filing reports and specification cards received from railway companies and the inspections made by our Mechanical Inspectors.

## ABANDONMENT OF LINES

During the year several applications were received from the various railways in connection with proposed abandonment of lines. Inspections were made and reported upon in each case, which were then referred to the Board for final disposition.

## INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

## INFLAMMABLE LIQUIDS: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514 and 530 and Circular No. 241, there were 115 applications made to the Board for approval of location of above installations and changes, which were investigated and disposed of as follows, together with 8 applications in abeyance from the previous year:

Total application received.....	115	
In abeyance from previous year.....	8	
	<hr/>	123
How Dealt With:		
Plants abandoned.....	7	
Outside scope of Order.....	1	
Cancelled.....	2	
Applications for Amending Orders.....	2	
In abeyance.....	9	
Approved and Orders issued.....	102	

The 102 applications approved covered 4 marine terminals, 5 pipe lines only, 1 warehouse only, and 92 bulk storage and distributing plants covering the installation of some 216 storage tanks having a total capacity of approximately 4,186,871 gallons.

The foregoing applications necessitated the examination of 387 plans and profiles.

Particulars of installations are as follows:

Number of Companies Making Installations	Number of Installations Made During 1939	Number of Tanks Installed During 1939	Total Capacity in Gallons
35	102	216	4,186,871

Under date of December 14, 1939, General Order No. 594 was issued, amending General Order No. 441 permitting tanks over 500 gallons and not exceeding 18,000 gallons, to be located not less than 70 feet from a track over which passenger trains are moved, instead of 80 feet as heretofore.

REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT; AND SPECIFICATIONS FOR SHIPPING CONTAINERS

During the year 1939 there was a total of 73 accidents incidental to the transportation by freight of Explosives and Other Dangerous Articles, no persons were injured, while the property loss amounted to \$1,300. In the following summaries "A" and "B" will be found details of the accidents so reported:

"A"

SUMMARY OF REPORTED ACCIDENTS, CAUSING FIRES, PERSONAL INJURIES, OR PROPERTY LOSS OCCURRING IN THE TRANSPORTATION BY FREIGHT OF SPECIFIC ARTICLES NAMED DURING THE YEAR 1939 ON RAILWAY LINES IN CANADA.

Article	Number of Accidents	Persons Killed	Persons Injured	Property Loss	Per cent of Total Property Loss
Acid, hydrochloric.....	1			\$ cts.	
" nitrating (mixed).....	1			1 00	0.08
" muriatic.....	1			8 00	0.61
" sulphuric.....	6			50 00	3.85
" (not otherwise specified).....	1				
Alcohol.....	6			4 00	0.31
Battery, storage.....	1			440 00	33.84
Cement, rubber.....	1			1 00	0.08
Charcoal, lump, bulk.....	7			499 00	38.38
Coal tar, light.....	4			1 00	0.08
Distillate.....	1				
Gas, compressed, sulphur dioxide.....	1			1 00	0.08
Gas, compressed, liquefied carbon di- oxide.....	1			1 00	0.08
Gasoline.....	31			257 00	19.76
Matches, strike anywhere.....	3			3 00	0.23
Naphtha.....	3			24 00	1.85
Oil, crude.....	3			10 00	0.77
Total, 1939.....	72			1,300 00	100.00

"B"

SUMMARY OF ACCIDENTS FOR YEAR 1939 ON RAILWAY LINES IN CANADA CAUSING FIRES, PERSONAL INJURIES OR PROPERTY LOSS, OCCURRING IN THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES.

Class	Number of Accidents	Persons Killed	Persons Injured	Property Loss	Per cent of Total Property Loss
Explosives, high.....	1				
Total, 1939.....	1				

## RAILWAY FIRE PREVENTION

In the matter of General Order of the Board No. 548, Sections 280 and 281 of the Railway Act. The railway fire record for the year 1939 was one of the most favourable on record. The number of fires reported attributed to railway causes was 61.51 per cent; the area burned was 19.75 and the monetary loss was 10.52 per cent below the last ten years' average.

## FIRE HAZARD AND WEATHER CONDITIONS

NOVA SCOTIA.—Climatic conditions in general were not favourable for fire protection. April, while fairly wet, was followed by general dry conditions during the balance of the fire season. Fortunately humidity conditions remained high during the dry period. Rainfall in the western portion of the Province was slightly above normal; in the central districts slightly below normal and in the eastern portion of the Province considerably below normal, being 1.56 inches below normal for the entire Province.

NEW BRUNSWICK.—The Spring fire period was chiefly cold and wet up to May 15, after which the weather became warmer with high winds and dry weather until the end of May, when heavy rains were experienced. June opened warm and dry followed by showers with comparatively high humidity. Rainfall during July and August was above the average in the northern portion of the Province with dry conditions in the southern sections. September and October were normal.

QUEBEC.—In general conditions during the Spring were dry excepting in the National Park, Abitibi, Timiskaming, Quebec and Eastern Townships districts, where heavy rainfalls were registered. July was generally wet while the months of August, September and October were normal.

ONTARIO.—The fire season of 1939 was unusually free of periods of extreme hazard. There was very little hazard in the Spring and Fall due to well spaced rains and the general summer fire hazard was in most districts not particularly serious. As a consequence, the number of fires occurring this year and area burned over was below the average.

MANITOBA.—The Spring fire season opened unusually early with conditions generally dry in the Duck Mountain and Porcupine Forest Reserves. Rains about June 1 relieved the situation and conditions were normal until July 15 when dry conditions prevailed in the area east and southeast of Winnipeg with numerous ground fires. Rains about August 9 relieved the situation and subsequent rains finally cleared up the hazard for the balance of the season.

SASKATCHEWAN.—Conditions were favourable largely due to above normal rainfall throughout the northern forest districts. The Hudson Bay Junction district had an abundance of moisture during both the Spring and Summer fire periods. In the Meadow Lake district less rainfall was experienced, the moisture however, came at opportune periods during the month of June. The latter part of the season was dry, which resulted in a number of ground fires which smouldered until freeze-up.

ALBERTA.—Snowfall during the Winter of 1938-39 was lighter than usual and disappeared early in March. April was dry and warm with high winds, which conditions rapidly produced a serious fire hazard, which continued into the month of May, when the first rains occurred in the districts south and west of Edmonton. In the northern districts rains were somewhat lighter and scattered in the Whitecourt, Lesser Slave Lake districts, while the Grande Prairie and Peace River districts were favoured with heavy rains. From the latter part of May until the 5th of August frequent rains occurred south of Edmonton and in the Grande Prairie district, with dry conditions in the Whitecourt, Slave Lake, Waterways and McMurray district and north thereof.



BRITISH COLUMBIA.—In general the 1939 fire season has been very favourable; precipitation on the Coast and the Northern Interior was in excess of normal; while the Southern Interior suffered above normal temperatures, and a deficiency of rainfall during July and August, which resulted in an extreme fire condition. The number of railway fires which occurred shows little change from the normal.

#### ORGANIZATION

Under the co-operative arrangements inaugurated in 1912, with the various Dominion and Provincial Forest Services, 200 officers and men of such services were under appointment as *ex-officio* officers of the Board, distributed as follows:

Nova Scotia, Department of Lands and Forests.....	21
New Brunswick, Department of Lands and Mines, Forest Service.....	11
Quebec, Department of Lands and Forests, Forest Protection Service.....	33
Ontario, Department of Lands and Forests, Forestry Branch.....	59
Manitoba, Department of Mines and Natural Resources, Forest Service.....	5
Saskatchewan, Department of Natural Resources, Office of Director of Forests....	5
Alberta, Department of Lands and Mines, Office of the Director of Forestry.....	11
British Columbia, Department of Lands, Forest Branch.....	51
Dominion of Canada, Department of Mines and Resources, National Parks Bureau	3
Yukon Territory, Royal Canadian Mounted Police.....	1

Of the above, 9 officers were given appointments as inspectors of fire protective appliances on locomotives, distributed as follows:

Nova Scotia, Department of Lands and Forests.....	1
New Brunswick, Department of Lands and Mines, Forest Service.....	2
Quebec, Department of Lands and Forests, Forest Protection Service.....	3
British Columbia, Department of Lands and Forests, Forest Branch.....	3

During the fire season of 1939 these officers inspected the fire protective appliances on 1,404 locomotives. In addition fire protective appliances were inspected on 3,937 locomotives by the Board's permanent staff, making a combined total of 5,341 locomotives inspected in connection with railway fire prevention.

#### INSPECTIONS MADE BY PROVINCIAL INSPECTORS

Number of locomotive fire protective appliances inspected.....	1,404
Number of locomotive fire protective appliances defective.....	23
Percentage defective.....	1.63

#### INSPECTIONS MADE BY BOARD'S INSPECTORS

Number of locomotive fire protective appliances inspected.....	3,937
Number of locomotive fire protective appliances defective.....	47
Percentage defective.....	1.19

#### RAILWAY FIRE PATROLS

Statistics as to railway forested mileage upon which patrols are prescribed follow:

Total miles of railway classified as being in forested territory for fire protection purposes.....	13,948
Special section patrols prescribed on.....	6,174
Special velocipede patrols prescribed on.....	125
Special power speeder patrols prescribed on.....	1,272
Total miles on which special patrol prescribed.....	7,571
Total special patrolmen (estimated).....	1,009
Average number of miles of track per patrolman.....	7.50
Total miles in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees.....	6,377



## FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,948 miles are classified as traversing forested territory. During the fire season of 1939, railways are reported as having caused 171 fires in such territory. These fires burned over a total of 2,468 acres, with forest and other property loss valued at \$2,211. Of this area 949 acres were young forest growth, 28 acres merchantable timber and 406 acres slashing or old burn not restocking, while 1,085 acres were non-forest land. The area of forest land burned over was thus 1,383 acres, or 56.04 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$1,975 or 89.33 per cent of the total damage; forest products valued at \$50 or 2.26 per cent, and improved property in some form, valued at \$186, or 8.41 per cent of the total, were also destroyed. Of the 171 fires attributed to the railways, 36.26 per cent were incipient, 52.04 per cent covered between one-fourth acre and ten acres each, while 11.70 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 93 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements Nos. 23, 24 and 25, showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ashpens of locomotives, or other portable boilers.

The employee fires were mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 65.50 per cent of the total number of railway fires and these burned 18.76 per cent of the total area, causing 4.61 per cent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 34.50 per cent of the number, 81.24 per cent of the area, and 95.39 per cent of the total monetary loss.

Eighty-seven fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 49 are charged to campers and travellers, 23 to settlers and 15 to other known causes; 26 were incipient; 49 burned one-fourth acre to ten acres each and 12 burned more than ten acres each. These fires burned over 103 acres of young forest growth, 10 acres of merchantable timber, 169 acres of slash or old burn not restocking and 460 acres of non-forest lands, with total damage to forest and other property estimated at \$1,159.

Fires of unknown origin originating within 300 feet of track totalled 48, burning over 2,370 acres, with forest and other property loss valued at \$13,182.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes, total 306, burning an area of 5,580 acres of forest and non-forest land, with total estimated damage of \$16,552.

Forest valuations given above are based upon stumpage values.

## RIGHT OF WAY CLEARING

The requirements of Sections 280 and 281 of the Railway Act and of Regulation 27 of General Order No. 548, relative to the maintaining of rights of way free from accumulations of inflammable debris were carried out in a satisfactory manner.

## FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements, 5,444.40 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

## FIREGUARDS, 1939

Railway	Mileage both sides of track to be accounted for, exclusive of approved exemptions	Fireguard mileage con- structed or maintained during year	Per cent completion
Canadian Pacific Railway .....	3,545 70	3,262.30	92.00
Canadian National Railways.....	3,234.70	2,161.10	66.80
Northern Alberta Railways.....	24.10	21.00	87.00
	6,804.50	5,444.40	80.01

For convenience, all detailed statements are indexed as follows:—

Statement Number One: Number of passengers, employees and others killed and injured on railways.

Statement Number Two: Comparative statement of killed and injured on railways for years 1938 and 1939.

Statement Number Three: Passengers, employees and others killed and injured, showing nature of accidents.

Statement Number Four: Character of accidents and number killed and injured on railways.

Statement Number Five: Comparative statement of classes of accidents for years 1938 and 1939.

Statement Number Six: Comparative totals by railways of killed and injured for years 1938 and 1939.

Statement Number Seven: Collisions involving personal injury.

Statement Number Eight: Derailments involving personal injury.

Statement Number Nine: Comparative number of killed and injured on railways for ten years ended December 31, 1939.

Statement Number Ten: Number of Trespassers killed and injured.

Statement Number Eleven: Showing more prominent accidents on railways for five-year period.

Statement Number Twelve: Protection provided at highway crossings during 1939.

Statement Number Thirteen: Nature of highway crossing protection completed in each province during 1939.

Statement Number Fourteen: Number of highway crossing accidents, killed and injured in each Province during 1939.

Statement Number Fifteen: Comparative statement for nine years of crossing accidents, with particulars of protection or non-protection in effect.

Statement Number Sixteen: Summary of highway crossing accidents for nine-year period ended December 31, 1939.

Statement Number Seventeen: Crossing accidents separating motor vehicles and others, nine-year period.

Statement Number Eighteen: Locations of highway crossing accidents.

Statement Number Nineteen: Contributory factors in highway crossing accidents.

Statement Number Twenty: Graphic chart showing accidents, killed and injured, at highway crossings.

Statement Number Twenty-one: Particulars of freight equipment inspected

Statement Number Twenty-two: Defective safety appliances on freight cars.

Statement Number Twenty-three: Particulars of locomotives inspected.

Statement Number Twenty-four: Summary of fires in forest sections within 300 feet of railway.

Statement Number Twenty-five: Summary of fires of railway origin in forest sections.

Statement Number Twenty-six: Summary by provinces of fires reported.

In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 338,785 miles by Officers of this Department.

Respectfully submitted,

C. C. STIBBARD,

*Director of Operation.*

## STATEMENT No. 1.—Passengers, employees and others killed and injured on railways under the Board's jurisdiction for year ended December 31, 1939

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	2	175	34	395	122	251	715	158	821
Canadian Pacific.....		148	18	385	111	181	686	129	714
Algoma Central and Hud- son Bay.....			1			2		1	2
British Columbia Electric Central Vermont.....				1		8	5		9
Dominion Atlantic.....						5	2		5
Esquimalt and Nanaimo..				1	4	7	5	4	8
Essex Terminal.....				4	1	1	6	1	5
Grand River.....				1	1	9	4	1	9
Great Northern.....				2		2	3		4
Lake Erie and Northern..					1		1	1	
Maritime Coal, Railway and Power Company...						4	4		4
Michigan Central.....						4	1		4
Montreal and Southern Counties.....				4	7	8	13	7	12
Napierville Junction.....		1	1				2	1	1
National Harbour Board				2			2		2
New York Central.....		2	1		1		1	1	
Niagara, St. Catharines and Toronto.....	1	44		3			5	1	5
Nipissing Central.....				6		6	6	1	56
Northern Alberta.....				1		2	1		2
Oshawa Railway.....				1		1	1		1
Pere Marquette.....				1		1	2		2
Quebec Central.....				4	1	1	6	2	5
Quebec, Railway, Light and Power Company...				4	1	1	3	1	5
Sydney and Louisburg...					1		1	1	
Temiscouata.....						6	5		6
Toronto, Hamilton and Buffalo.....		4		1			1		1
Toronto Terminals.....			1	6	1	10	16	1	20
	3	374	57	820	252	509	1,500	312	1,703

## STATEMENT No. 2.—Comparative statement of killed and injured for years ended December 31, 1938, and December 31, 1939

	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1939.....	3	374	57	820	252	509	1,500	312	1,703
1938.....	4	371	48	814	227	477	1,492	279	1,662
Increase.....		3	9	6	25	32	8	33	41
Decrease.....	1								



## STATEMENT No. 3.—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1939

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....	1	67	1	21	2	1	12	4	89
Collision head-on.....	1	59	3	25			7	4	84
Collision rear-end.....			3	12			7	3	12
Collision in yard.....		7		4			3		11
Collision at diamond crossing.....		1					1		1
Equipment struck in yard during switching or transfer movement.....		1					1		1
Sideswipe.....	1	42	2	20			8	3	62
Public highway crossing protected by gates.....					2	8	7	2	8
Public highway crossing protected by bell.....					2	8	6	2	8
Public highway crossing protected by bell and wigwag.....				8	15	35	34	15	43
Public highway crossing protected by watchman.....					2	13	5	2	13
Public highway crossing unprotected.....				19	81	257	191	81	276
Private crossing.....			1	5	13	27	23	14	32
Working on or about engine.....					130	134	264	130	134
Miscellaneous.....		15	7	96		11	124	10	122
Adjusting couplers, coupling and uncoupling.....			1	17			18	1	17
Accidents caused by hand car, motor or velocipede.....			7	57		5	51	7	62
Hand car, motor car, velocipede struck by train.....			6	13			16	6	13
Crawling between cars, over couplers.....				2			2		2
Passing between cars, between couplers.....			1	1			2	1	1
Struck by engine or cars on adjoining track.....			2	7			9	2	7
Struck by switch stand, water spout, mail crane, or other projection.....				8			8		8
Crushed between cars and buildings, lumber piles.....			1	5			6	1	5
Getting on and off passenger train.....		60					60		60
Injured when taking coal or water.....				21			21		21
Rock slides or other obstructions on track.....			2	6			5	2	6
Rough coupling.....		1		19		3	21		23
Riding on pilot or foot-board of engine.....			1	10			11	1	10
Obstructions, overhead and on ground.....				5			5		5
Repairing cars on repair track when moved.....				1			1		1
Falling off top of car.....			1	32			33	1	32
Falling between cars.....			1				1		1
Application and handling of air brakes, stopping of trains and adjusting slack.....		21		63		3	77		87
Employees getting off train in motion.....				37			37		37
Employees boarding train in motion.....			2	46			48	2	46
Slipped on ice.....		1		30			31		31

STATEMENT No. 3.—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1939—*Concluded*

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Doors closing and other minor accidents in baggage cars and coaches.....		80		28			105		108
Run down by engine or cars at stations or in yards.....			11	16	2	1	30	13	17
Passing too close around end of string of cars.....				1			1		1
Caught in frog, guard rail, or switch rod.....				2			2		2
Falling off side and end ladders of cars.....				25			25		25
While working handbrake			2	28			30	2	28
Handling freight and baggage.....				12		2	14		14
Loading and unloading C.C.S. material.....			1	19			19	1	19
Work train equipment, coal chutes and water tanks.....			1	16			16	1	16
Cars moved while being loaded or unloaded.....						1	1		1
Carmen working on or under cars on running track when moved.....				1			1		1
Coupling and uncoupling hose.....				9			9		9
Turning angle-cock.....				2			2		2
Coach window falling.....		10					10		10
Loads shifting in transit or switching.....				2			2		2
Falling or jumping off passenger train between stations.....		9					9		9
Cars running away; not under control.....				4			2		4
	3	374	57	820	252	509	1,500	312	1,703









[illegible]











STATEMENT No. 5.—Comparative statement in totals of killed and injured, by class of accident, for years ended December 31, 1938, and December 31, 1939

	1938			1939			Increase			Decrease		
	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured
Deraiment.....	18	9	109	12	4	89				6	5	20
Collision head-on.....	4		5	7	4	84	3	4	79			
Collision rear-end.....	4	1	22	7	3	12	3	2				10
Collision in yard.....	6	1	33	3		11				3	1	22
Collision at diamond crossing.....				1		1	1		1			
Collision with cars account open switch.....	1		8							1		8
Equipment struck in yard during switch- ing or transfer movement.....	7		16	1		1				6		15
Sideswipe.....	3	1	11	8	3	62	5	2	51			
Public highway crossing protected by gates.....	8	2	6	7	2	8			2	1		
Public highway crossing protected by lighting flash signal.....	1		1							1		1
Public highway crossing protected by bell and wigwag.....	23	9	25	34	15	43	11	6	18			
Public highway crossing protected by watchman.....	3	1	4	5	2	13	2	1	9			
Public highway crossing unprotected.....	202	82	258	191	81	276			18	11	1	
Private crossing.....	13	6	14	28	14	32	15	8	18			
Trespassing.....	268	119	151	261	130	134		11		7		17
Working on or about engine.....	57		62	64	1	64	7	1	2			
Miscellaneous.....	116	5	120	124	10	122	8	5	2			
Adjusting couplers, coupling and un- coupling.....	33	7	26	18	1	17				15	6	9
Run down by engine or car between sta- tions.....	2	2								2	2	
Accidents caused by hand car, motor or velocipede.....	48	3	73	51	7	62	3	4				11
Hand car, motor car, velocipede struck by train.....	19	5	15	16	6	13		1		3		2
Crawling between cars, over couplers.....	1		1	2		2	1		1			
Passing between cars, between couplers.....	1	1		2	1	1			1			
Struck by engine or cars on adjoining track.....	9		10	9	2	7		2				3
Struck by switch stand, water spout, mail crane, or other projection.....	11		11	8		8				3		3
Crushed between cars and buildings, lumber piles.....	6		6	6	1	5		1				1
Getting on and off passenger train.....	61	1	60	60		60				1	1	
Injured when taking coal or water.....	15		15	21		21	6					
Rock slides or other obstructions on track.....	4		13	5	2	6	1	2	6			
Rough coupling.....	24		23	21		23				3		7
Riding on pilot or footboard of engine.....	15	1	14	11	1	10				4		5
Obstructions, overhead and on ground.....	8		8	5		5				3		4
Repairing cars on repair track when moved.....				1		1			1			
Falling off top of car.....	21	3	18	33	1	32	12		14		2	
Falling between cars.....	5	1	4			1				4	1	3
Application and handling of air brakes, stopping of trains and adjusting slack.....	53		102	77		87	24					15
Employees getting off train in motion.....	42	2	41	37		37				5	2	4
Employees boarding train in motion.....	35		35	48	2	46	13	2	11			
Slipped on ice.....	27		27	31		31	4		4			
Doors closing and other minor accidents in baggage cars and coaches.....	141		145	105		108				36		37
Run down by engine or cars at stations or in yards.....	32	10	22	30	13	17		3		2		5
Passing too close around end of string of cars.....				1		1			1			
Caught in frog, guard rail or switch rod.....				2		2			2			
Falling off side and end ladders of cars.....	33		33	25		25				8		8
While working handbrake.....	35		35	30	2	28		2		5		7
Asphyxiated.....	1		1							1		1
Handling freight and baggage.....	15		15	14		14				1		1
Loading and unloading O.C.S. material.....	9		9	19	1	19	10	1	10			
Staking or poling cars.....	1		1							1		1
Work train equipment, coal chutes and water tanks.....	14	2	14	16	1	16	2		2		1	
Cars moved while being loaded or un- loaded.....	2		2	1		1				1		1
Carmen working on or under cars on run- ning track when moved.....				1		1			1			
Coupling and uncoupling hose.....	7		7	9		9	2		2			
Turning angle-cock.....	2		2	2		2						
Couach window falling.....	3		3	10		10	7		7			
Loads shifting in transit or switching.....	1		1	2		2	1		1			
Falling or jumping off passenger train between stations.....	16	3	13	9		9				7	3	4
Cars running away: not under control.....	1		1	2		4	1		3			
	1,492	279	1,662	1,500	312	1,703	149	58	269	141	25	228

1938.....	Accidents	Killed	Injured
1939.....	1,492	279	1,662
Increase.....	1,500	312	1,703
	8	33	41

## STATEMENT No. 6.—Comparative statement in totals of killed and injured for years ended December 31, 1938, and December 31, 1939

Railway	1938		1939		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	134	765	158	821	24	56	.....	.....
Canadian Pacific.....	125	770	129	714	4	.....	.....	56
Algoma Central and Hudson Bay.....	2	1	1	2	.....	1	1	.....
British Columbia Electric.....	.....	4	.....	9	.....	5	.....	.....
Central Vermont.....	.....	.....	.....	5	.....	5	.....	.....
Dominion Atlantic.....	1	1	4	8	3	7	.....	.....
Esquimalt and Nanaimo.....	1	9	1	5	.....	.....	.....	4
Essex Terminal.....	.....	.....	1	9	1	9	.....	.....
Grand River.....	.....	4	.....	4	.....	.....	.....	.....
Great Northern.....	1	2	1	.....	.....	.....	.....	2
Lake Erie and Northern.....	.....	2	.....	4	.....	2	.....	.....
Maritime Coal, Railway and Power Company.....	.....	.....	.....	4	.....	4	.....	.....
Michigan Central.....	5	30	7	12	2	.....	.....	18
Montreal and Southern Counties.....	1	2	1	1	.....	.....	.....	1
Napierville Junction.....	.....	4	.....	2	.....	.....	.....	2
National Harbour Board.....	.....	.....	1	.....	1	.....	.....	.....
New York Central.....	.....	4	1	5	1	1	.....	.....
Niagara, St. Catharines and Toronto.....	3	24	1	56	.....	32	2	.....
Nipissing Central.....	.....	.....	.....	2	.....	2	.....	.....
Northern Alberta.....	.....	.....	.....	1	.....	1	.....	.....
Oshawa Railway.....	.....	.....	.....	2	.....	2	.....	.....
Ottawa Electric.....	1	2	.....	.....	.....	.....	1	2
Pere Marquette.....	1	16	2	5	1	.....	.....	11
Quebec Central.....	.....	3	1	5	1	2	.....	.....
Quebec Railway, Light and Power Company.....	1	.....	1	.....	.....	.....	.....	.....
Sydney and Louisburg.....	2	3	.....	6	.....	3	2	.....
Temiscouata.....	.....	3	.....	1	.....	.....	.....	2
Toronto, Hamilton and Buffalo.....	.....	13	1	20	1	7	.....	.....
Toronto Terminals.....	.....	.....	1	.....	1	.....	.....	.....
White Pass and Yukon.....	1	.....	.....	.....	.....	.....	1	.....
	279	1,662	312	1,703	40	139	7	98

	Accidents	Killed	Injured
1938.....	1,492	279	1,662
1939.....	1,500	312	1,703
Increase.....	8	33	41



## STATEMENT No. 7.—Collisions involving personal injury during the year ended December 31, 1939

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
32097	Mar. 17	C.N.R.	Astle Siding, Nashwaak Sd., Mileage 67-82	N.B.		19	Collision head-on.
33055	April 8	C.N.R.	Morrisburg, $\frac{1}{4}$ mile east of; Cornwall Sd., Mileage 92-57	Ont.		2	Collision rear-end.
33480	Aug. 25	C.N.R.	Montreal, 800 feet west of Atwater Avenue	Que.		8	Collision in yard.
33432	Aug. 28	C.N.R.	Graham Sd., Mileage 147	Ont.		1	Collision rear-end.
33538	Sept. 11	C.N.R.	Sprague Sd., Mileage 46-5	Ont.	3	5	Collision head-on.
33548	Sept. 22	C.N.R.	Raith, just west of; Mileage 29-6 Graham Sd.	Ont.		2	Collision rear-end.
33787	Nov. 30	C.N.R.	Lash; Quibell Sd., Mileage 69-5	Ont.		4	Collision head-on.
33696	Nov. 6	C.N.R.	Hemingford Sd., Mileage 16-28; Barrington	Que.		1	Collision at diamond crossing.
72345	Dec. 9	C.N.R.	St. Rosalie Yard; Mileage 122, Drummondville Sd.	Que.		6	Collision head-on.
72420	Dec. 26	C.N.R.	Calgary Yard	Alta.		2	Collision in yard.
33920	Feb. 28	C.P.R.	St. Martin Junction; Park Avenue Sd., Mileage 12-5	Que.		4	Collision rear-end.
33559	Sept. 30	C.P.R.	Sheho; Wynyard Sd.	Sask.	1	1	Collision rear-end.
33573	Oct. 7	C.P.R.	Chatham, about 2 miles east of Station	Ont.	1	2	Collision rear-end.
33688	Oct. 24	C.P.R.	East Coulee; Langdon Sd., Mileage 94-3	Alta.		1	Collision in yard.
33316	June 29	N. St. C. & T.	St. Catharines, Mileage 3-86 from	Ont.		38	Collision head-on.
33317	July 9	N. St. C. & T.	Thorold Station, about 800 feet west of	Ont.		3	Collision head-on.
33585	Oct. 11	N. St. C. & T.	Thorold; Mileage 4-5, Main Line Sd.	Ont.	1	9	Collision head-on.
33542	Sept. 27	Toronto Terminals	Toronto, John Street Interlocking Plant	Ont.	1		Collision rear-end.
Totals					7	108	

	Number of accidents	Killed	Injured
1938	15	2	68
1939	18	7	108
Increase	3	5	40

**STATEMENT No. 8.—Derailments involving personal injury during the year ended  
December 31, 1939**

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
33105	April 22	C.N.R....	Apohaqui; Sussex Sd., -Mileage 51-5.....	N.B.....		1	Track washed out due to heavy rain storm.
33098	May 9	C.N.R....	Grand'Mere Sd., 12 poles east of Mileage 38.....	Que.....		10	Broken rail, having transverse fissure.
33388	Aug. 3	C.N.R....	Rivers Yard, Man.....	Man.....		5	Sectionmen injured when dump car turned over, due to heavy portion of load on low rail of wye.
33648	Oct. 20	C.N.R....	Champion Siding; Matapedia Sd., Mileage 15-95.....	Que.....	1	4	Auto truck struck by train. Train derailed when switch points opened and let part of train into siding.
72434	Dec. 31	C.N.R....	Minaki Sd., Mileage 27.....	Ont.....	2	54	Broken rail, having transverse fissure.
33768	Nov. 28	C.N.R....	Main Centre Sd., Mileage 12-7..	Sask.....		1	Uneven track surface, derailing water car.
32900	Feb. 21	C.P.R....	Agincourt; Oshawa Sd., Mileage 96-3.....	Ont.....		1	Accumulation of ice in flange-way at private crossing.
32962	Mar. 13	C.P.R....	Belmont; St. Thomas Sd., Mileage 24-7.....	Ont.....		3	Ice in flangeway.
33043	April 12	C.P.R....	Scotstown, Megantic Sd.....	Que.....		1	Rail covered with ice and snow caused car to derail.
33347	Aug. 5	C.P.R....	Little Current Sd., Mileage 16-5.	Ont.....		8	Broken flange on Lt. No. 3 wheel of C.N. Gondola 141023, loaded with pyrites, derailed coach, baggage car, one box car and one gondola car.
33589	Sept. 29	C.P.R....	Portal Sd., Mileage 30.....	Sask....	1		Broken journal on C.P. 199875 caused by overheating, derailed nine cars loaded with coal.
33067	Mar. 27	Ternis-couata	Madawaska Siding, 3-5 miles south of.	N.B.....		1	Engineer struck by lever of engine when wedge plow and engine derailed.
Totals.....					4	89	

	Number of accidents	Killed	Injured
1938.....	17	9	109
1939.....	12	4	89
Decrease.....	5	5	20

**STATEMENT No. 9.—Total number of persons killed and injured on railways for ten years ended December 31, 1939**

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1930.....	17	308	95	1,462	313	742	425	2,512
1931.....	9	426	51	1,531	257	723	317	2,680
1932.....	5	231	53	1,258	230	543	288	2,032
1933.....	5	244	44	1,272	207	521	256	2,037
1934.....	17	315	53	1,542	227	491	297	2,348
1935.....	9	375	50	1,617	256	543	315	2,535
1936.....	3	425	79	1,955	251	592	333	2,972
1937.....	7	412	67	1,281	266	656	340	2,349
1938.....	4	371	48	814	227	477	279	1,662
1939.....	3	374	57	820	252	509	312	1,703
	79	3,481	597	13,552	2,486	5,797	3,162	22,830

STATEMENT No. 10.—Trespassers killed and injured, by provinces and railways, for year ended December 31, 1939

	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acci- dents	Killed	Injured
Canadian National.....	1	1	.....	7	3	4	6	3	3	29	15	14	66	41	26	4	3	1	11	7	4	4	4	1	3	132	74	59		
Canadian Pacific.....	.....	.....	.....	.....	.....	.....	4	2	2	22	14	8	29	10	19	11	3	8	12	4	8	16	6	10	18	9	11	112	48	66
Dominion Atlantic.....	.....	.....	.....	2	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	1
Esquimalt and Nanaimo.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	1	.....	.....
Essex Terminal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Grand River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Great Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Michigan Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
National Harbour Board.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	2	1
Pere Marquette.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Quebec Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Quebec Railway, Light and Power Company.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sydney and Louisburg.....	.....	.....	.....	3	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3
Totals.....	1	1	.....	12	4	8	10	5	5	53	30	23	102	54	49	15	6	9	23	11	12	20	6	14	25	13	14	261	130	134

Acc.—Accidents. K—Killed. I—Injured

STATEMENT No. 11.—Persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ended December 31, 1935, 1936, 1937, 1938 and 1939

	1935		1936		1937		1938		1939		Total	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	6	86	23	98	18	117	9	109	4	89	60	499
Collision, head-on.....	1	35	1	32	7	41	.....	5	4	84	13	197
Collision, rear-end.....	1	6	1	51	3	26	1	22	3	12	9	117
Collision in yard.....	1	26	1	33	1	21	1	33	.....	11	4	124
Collision with cars ac- count open switch.....	.....	1	3	14	.....	.....	.....	8	.....	.....	3	23
Collision at diamond crossing.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Highway crossings pro- tected.....	22	66	15	45	22	84	14	42	21	72	94	309
Highway crossings un- protected.....	92	238	98	322	92	327	82	258	81	276	445	1,421
Adjusting couplers, coup- ling and uncoupling....	1	54	1	58	3	56	7	26	1	17	13	211
Trespassing.....	130	172	122	161	122	159	119	151	130	134	623	777
Hand car, motor car, velocipede struck by train.....	7	7	7	18	10	29	5	15	6	13	35	82
Struck by switch stand, water spout, mail crane or other projec- tion.....	.....	7	1	33	2	20	.....	11	.....	8	3	79
Crushed between cars and buildings, lumber piles.....	.....	3	.....	6	.....	7	.....	6	1	5	1	27
Getting on and off pas- senger train.....	7	11	2	95	5	98	1	60	.....	60	15	324
Falling off top of car....	1	24	3	37	1	15	3	18	1	32	9	126
Falling between cars....	1	6	2	7	1	4	1	4	.....	1	5	22
Employees getting off train in motion.....	3	52	3	66	2	100	2	41	.....	37	10	296
Employees boarding train in motion.....	3	51	2	58	2	72	.....	35	2	46	9	262
Run down by engine or cars at stations or in yards.....	11	33	22	36	14	31	10	22	13	17	70	139
Explosion of locomotive boiler.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3	.....
	287	878	307	1,170	308	1,207	255	866	267	915	1,424	5,036



STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1939

File No.	Order No.	Location of Crossing	Railway	Condition of Crossing and Improvements effected	Date of Improvement
33550-74	55009	Selkirk Station; Souris Sd., Mileage 40-64, P.E.I.	C.N.R.	Road graded up and widened between the two railway boundary fences.	Jan. 28, 1939
33550-75	55009	Georgetown Sd., Mileage 4-3, P.E.I.	C.N.R.	Approaches graded up and widened.	Jan. 28, 1939
33550-76	55009	Georgetown Sd., Mileage 10, P.E.I.	C.N.R.	Road graded up.	Jan. 28, 1939
33550-69	55009	Vernon River Station; Murray Harbour Sd., Mileage 22-2, P.E.I.	C.N.R.	Road graded up on both sides of crossing.	Jan. 28, 1939
33550-67	55009	Millview Station; Vernon Sd., Mileage 2-3, P.E.I.	C.N.R.	Road graded up about two feet for 400 feet.	Jan. 28, 1939
33550-68	55009	Hopfield Station; Murray Harbour Sd., Mileage 39-84, P.E.I.	C.N.R.	Approaches graded up.	Jan. 28, 1939
33550-79	55009	Georgetown Sd., Mileage 5-11, P.E.I.	C.N.R.	Approaches widened and guard rails erected.	Jan. 28, 1939
33550-73	55009	Harmony Junction; Elmira Sd., Mileage -06, P.E.I.	C.N.R.	Approaches graded up to both trucks and road be- low protected.	Jan. 28, 1939
33550-75	55009	Jay's Crossing; Georgetown Sd., Mileage 4-3, P.E.I.	C.N.R.	Approaches graded up and crossing straightened out	Jan. 28, 1939
33550-76	55009	Georgetown Sd., Mileage 18-4, P.E.I.	C.N.R.	Approaches graded up 300 feet north and 150 feet south.	Jan. 28, 1939
33550-63	53983	St. Theresa; Baldwin Road, P.E.I.	C.N.R.	Approaches graded; sight lines established.	Jan. 31, 1939
33550-64	53983	Pondue, P.E.I.	C.N.R.	Grades excavated and improved.	Jan. 31, 1939
33550-59	53983	Georgetown Sd., Mileage 18-4, P.E.I.	C.N.R.	Railway track lowered and crossing east of Church Street raised.	Jan. 31, 1939
33550-72	55226	Georgetown Sd., Mileage 18-4, P.E.I.	C.N.R.	Approaches improved.	Jan. 27, 1939
30762-224	56778	Farm Crossing; Sydney Sd., Mileage 90; ½ mile east of Sydney River, N.S.	C.N.R.	Approaches improved.	Sept. 18, 1939
367-107	56587	Sydney Station; Highway crossing; Cape Breton N.S.	C.N.R.	Double bells and wigwags installed; formerly watchman daily, except Sunday.	Feb. 2, 1939
183-1	56587	Sydney; Town end Street, N.S.	C.N.R.	Ball and wigwag installed; formerly ball and illu- minated sign.	Feb. 13, 1939
183	56589	Sydney; Town end Street, N.S.	C.N.R.	Ball and wigwag installed; formerly ball and illu- minated sign.	Feb. 13, 1939
27218-127	56575	Breakfast Station; Highway crossing west of N.S. 97 of N.S.	C.N.R.	Ball and wigwag installed; formerly unprotected.	Feb. 17, 1939
27218-62	56575	Breakfast Station; Highway crossing west of N.S. 97 of N.S.	C.N.R.	Ball and wigwag installed; formerly unprotected.	Feb. 20, 1939
27218-60	56271	Barrington Passage; Yarmouth Sd., Mileage 86-2, N.S.	C.N.R.	Ball and wigwag installed; formerly unprotected.	Feb. 21, 1939
27218-26	56270	Barrington Passage; Yarmouth Sd., Mileage 86-2, N.S.	C.N.R.	Ball and wigwag installed; formerly unprotected.	Feb. 21, 1939
26782-143	56890	Chambers Station, 2nd crossing west of; Roberval Sd., Mileage 1-2, Que.	C.N.R.	Ball and wigwag installed; formerly unprotected.	May 29, 1939

9437-480	57063	Ridgeway, Ridre Street, Ont.	C.N.R.	Additional bell and wigwag installed; original bell and wigwag relocated. Also additional circuits installed.	June 5, 1939
9437-369	50984	Corinth; Cayuga Sd., Mileage 100-3, Ont.	C.N.R.	Wigwag added to existing bell.	June 5, 1939
9437-784	50984	Corinth; Cayuga Sd., Mileage 100-33, Ont.	C.N.R.	Wigwag added to existing bell.	June 5, 1939
26765-29	57231	Tiltsburg, south of; Cayuga Sd., Mileage 94-39, Ont.	C.N.R.	Two wigwags installed; formerly bell.	June 5, 1939
9437-1226	57219	Sundridge Station, just north of; Paget Street, Ont.	C.N.R.	Bell and wigwag installed; formerly unprotected.	July 13, 1939
26711-157	56905	Ensdaie, south of Station; Huntsville Sd., Mileage 50-8, Ont.	C.N.R.	Bell and wigwag installed; formerly unprotected.	July 25, 1939
22806	57637	Trenton, King Street, Ont.	C.N.R.	Double bells and wigwags installed; formerly gates	Sept. 1, 1939
9437-1026	57638	Trenton, Dundas Street, Ont.	C.N.R.	Double bells and wigwags installed; formerly waterman.	Sept. 1, 1939
26782-183	57636	Allenby, 1st crossing east of; Grand Mere Sd., Mileage 4-39, Que.	C.N.R.	Double bells and wigwags installed; formerly unprotected.	Oct. 27, 1939
9437-977	56790	Havbeck, Concession Street, Ont.	C.P.R.	Bell and wigwag installed; formerly bell.	Mar. 13, 1939
27401-82	56504	Bristol Station, -6 of a mile south; Shogomoc Sd., Mileage 77-95, N.B.	C.P.R.	Bell and wigwag installed; formerly unprotected.	Feb. 15, 1939
27401-51	56943	McAdam; Mileage 83-76, St. John and Shogomoc Sd., N.B.	C.P.R.	Bell and wigwag installed; formerly unprotected.	May 26, 1939
27401-2	56944	McAdam; Shogomoc Sd., Mileage 0-59, N.B.	C.P.R.	New crossing constructed; bell and wigwag installed	May 26, 1939
26727-432	56653	Parry Sound Sd., Mileage 30-83; Highway No. 69, Lot 36, Concession 12, Township of McDougall, Ont.	C.P.R.	Double bells and wigwags installed; formerly unprotected.	June 17, 1939
27156-5	57695	Yamachiche, St. Jean Street; Trois Rivières Sd., Mileage 67-43, Que.	C.P.R.	Bell and wigwag installed; formerly unprotected.	Oct. 3, 1939
28300-38	56353	Mount Uniacke Station, N.S.	D.A.R.	Bell and wigwag installed; formerly unprotected.	June 26, 1939
28300-3	56387	Three Mile Plains, 350 feet west of; De Wolfe's Crossing; Halifax Sd., Mileage 28-16, N.S.	D.A.R.	Bell and wigwag installed; formerly unprotected.	Oct. 10, 1939
28300-39	56406	Paradise Station, 1st crossing east of, N.S.	D.A.R.	Bell and wigwag installed; formerly unprotected.	Oct. 10, 1939
28300-41	56354	Smith's Cove, 1st crossing west of, N.S.	D.A.R.	Bell and wigwag installed; formerly unprotected.	Oct. 13, 1939
27270-2	57079	Kanawaki, 2 miles south of, Princeau crossing, Que.	N.Y.C.	Bell and wigwag installed; formerly unprotected.	June 30, 1939
9437-528	56901	Blenheim Station, 1st crossing west of, Ont.	P.M.R.	Two wigwags and 1 bell installed; formerly unprotected.	May 12, 1939
9437-480	57486	Kenora, Norman Street; Keewatin Sd., Mileage 1-75, Ont.	C.P.R.	Crossing closed to vehicular traffic; automatic bell removed under Order No. 11374, dated August 3, 1910.	May 23, 1939
27811-13	57827	Leduc Sd., from Mileage 59-1 to Mileage 9-2, Alta.	C.P.R.	Bell and wigwag removed from Mileage 59-1, Leduc Sd., to Mileage 9-2, Leduc Sd., Alta.	Dec. 5, 1939
26782-190	47434	La Tuque Sd., Mileage 3-21, Que.	C.N.R.	Overhead bridge constructed.	Jan. 13, 1939
40401	57167	St. Jerome; La Tuque Sd., Mileage 33-65, Que.	C.N.R.	Overhead bridge constructed.	April 14, 1939
2236-40	56735	Spruce Grove, near; Wabamun Sd., Mileage 17-5, Alta.	C.N.R.	Overhead bridge constructed; crossing closed.	Oct. 31, 1939
9437-798	56265	Keeweenaw Station, near; Campbellford Sd., Mileage 54-36, Ont.	C.N.R.	Overhead bridge constructed; crossing closed.	Oct. 26, 1939
34985	55405	Township of Spallumcheen, B.C.	C.N.R.	Overhead bridge constructed; two crossings closed at Mileage 64-49 and Mileage 64-70, Okanagan Sd., B.C.	Nov. 23, 1939

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1939—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
26752-218	54842	Rouses Point Sd., Mileage 14-5; Route No. 14; Parish of La Prairie, Que.	C.N.R.	Overhead bridge constructed; one crossing closed.	Nov. 23, 1939
37640-100	57433	Cartier Sd., Mileage 69-95; Township of Dryden, Ont.	C.P.R.	Overhead bridge constructed; one crossing closed.	Dec. 2, 1939
37640-95	56414	St. Catharines, Niagara Street, Ont.	N. St. C. & T. C.N.R.	Overhead bridge re-constructed.	Dec. 29, 1939
38327	55431	Yonker Station, near Sask.	C.P.R.	New crossing constructed; old crossing just west maintained as a farm crossing.	Jan. 13, 1939
42173	57755	Cartier Sd., Mileage 58-60, Ont.	C.P.R.	New crossing constructed.	Nov. 7, 1939
33550-11	52261	Borden Sd., Mileage 7-4; Albany Village, just west of Station, P.E.I.	C.N.R.	Highway diverted; Mount Tryon Road and Digby Road closed.	Jan. 27, 1939
26727-237	56482	Owen Sound, Third Avenue, East, Ont.	C.P.R.	Crossing relocated.	Feb. 4, 1939
40440	55004	Dike, just east of; Highway No. 11, Sask.	C.P.R.	Highway diverted; crossing closed at east of north-east quarter of Section 10.	April 19, 1939
24807-84	55604	Saskatoon, east of; Sutherland Sd., Mileage 107-3, Sask.	C.P.R.	Highway diverted; crossing closed at Mileage 107-3.	May 1, 1939
5027	57910 58051	Hagersville, King Street; Hagersville Sd., Mileage 36-65, Ont.	C.N.R.	New York Central Railroad (M.C.R.) and the C.N.R. are required to have all movements flagged.	Aug. 29, 1939 Oct. 2, 1939
9437-1086	57644	St. Hubert Station, 1st crossing west of; St. Hyacinthe Sd., Mileage 9-58, Que.	C.N.R.	Cross-over and trackage re-arranged; one semaphore type of automatic gate and gate-arm mechanism attached to each post of existing double bells and wigwags.	Dec. 7, 1939
27652-8	55409	Richmond, 3rd crossing east of, Que.	C.N.R.	Planing repaired.	June 30, 1939
32073-97	52282	Cowardin Sd., Mileage 2-25, B.C.	C.N.R.	Sight lines established.	Jan. 13, 1939
33550-24	55003	Murray Harbour Sd., Mileage 50-2; Hancock Crossing, P.E.I.	C.N.R.	Trees cleaned up on northeast corner.	Jan. 28, 1939
33550-49	55000	Souris Sd., Mileage 35-6; Five Houses Crossing, P.E.I.	C.N.R.	Obstructions to view removed.	Jan. 28, 1939
33550-52	52284 55009	Rosemeath Station; Montague Sd., Mileage 1-1, P.E.I.	C.N.R.	Banks cut down at northeast corner.	Jan. 28, 1939
33550-33	55009	Clyde Station; Kensington Sd., Mileage 21-9, P.E.I.	C.N.R.	Bank cut down along railway property 150 feet from crossing to a point 150 feet along highway; 100 feet of snow fence at northeast corner removed; also bank cut down 50 feet each way along the railway and highway at northwest corner.	Jan. 28, 1939
33550-70	55009	Mount Albion Station; Murray Harbour Sd., Mileage 5-8, P.E.I.	C.N.R.	Brush removed to improve sight lines.	Jan. 28, 1939
33550-28	55009 55287	Kensington Sd., Mileage 7; Lower Malpeque Road, P.E.I.	C.N.R.	Sight lines improved in southeast and south corners.	Jan. 28, 1939

33550-78	55009	Murray Harbour Sd., Mileage 45-1, P.E.I.....	C.N.R.....	Obstructions to view in four corners of crossing cleared.	Feb. 2, 1939
26711-654		Vandorf Station, 2nd crossing north of; Bala Sd., Mileage 32-9, Ont.	C.N.R.....	Hedge cut and wire fence erected.....	(Feb. 8, 1939
27218-138		Florence, east of station platform; Pitt Street, N.S.	C.N.R.....	Company agrees that cars will be placed at end of tracks only during switching movements, and when switching movements are completed, cars to be kept 125 feet from end of tracks.	May 22, 1939
27467-165		Netherhill; Rosetown Sd., Mileage 110-3, Sask.	C.N.R.....	Trees cut down to improve sight lines.	Jan. 17, 1939
27682-187		Rimouski; Cathedral Street; Rimouski Sd., Mileage 18-17, Que.	C.N.R.....	Trees trimmed to improve sight lines.	Aug. 2, 1939
26765-30		Komoka, Main Street; 1 mile west of station, Ont.	C.N.R.....	A number of trees cut down, and those remaining have been trimmed to improve sight lines.	Sept. 8, 1939
333229-83		Cooks Brook Crossing; Springhill Sd., Mileage 118-79, N.B.	C.N.R.....	Bushes in southwest and southeast angles removed	Sept. 13, 1939
27467-166		Brookshy Sd., Mileage 1-6, Sask.	C.N.R.....	Bush cut down in southwest corner of crossing.....	Sept. 18, 1939
26711-679		Glenross, $\frac{1}{4}$ mile south of; Maynooth Sd., Mileage 12-50, Ont.	C.N.R.....	Bush cut down in southwest corner of crossing.....	Oct. 11, 1939
26711-680		Canfield Junction; 2nd crossing east of; Dunnville Sd., Mileage 44-6, Ont.	C.N.R.....	Bushes and trees on both sides of crossing cut down	Oct. 16, 1939
26711-676		Bala Sd., Mileage 138-7; Rosseau Road, 1st crossing north, Ont.	C.N.R.....	Trees removed in northwest angle of crossing.....	Oct. 19, 1939
333229-114		Dalhousie Sd., Mileage 4-45; Main Road crossing, N.B.	C.N.R.....	Brush removed in easterly side of crossing.....	Oct. 3, 1939
26765-174	58461	Chatham, Lacroix Street, Ont.....	C.N.R.....	Bush cut down along top of cutting, east of crossing, and 50 feet of spruce hedge removed on northeast corner.	Dec. 1, 1939
26727-85		Alliston, Victoria Street, Ont.....	C.P.R.....	No car to be placed on any track within distance of 300 feet of crossing, and all engines, with or without cars, moving on sidings crossing Lacroix Street, to be protected by flagman, whether engine is moving ahead or backing up.	Dec. 29, 1939
272401-44		St. George Station, 1-40 miles west of; Shore Line Sd., Mileage 47-50, N.B.	C.P.R.....	Trees cut on west side of track 360 feet north of crossing; trees trimmed on east side of track same distance north of crossing. Telegraph pole east of track moved north.	Jan. 18, 1939
26727-445		Newbury Station, 2nd crossing east of; Windsor Sd., Mileage 36-31, Ont.	C.P.R.....	Brush cut to improve sight lines.....	April 17, 1939
27811-138		Brooks Station, 1st crossing east of; Brooks Sd., Mileage 65-9, Alta.	C.P.R.....	Brush removed on northwest, southwest and southeast angles of crossing.	Sept. 20, 1939
27156-231		Sutton Station, 1st crossing south of; Que.....	C.P.R.....	Trees cut in northwest angle of crossing.....	Oct. 20, 1939
27156-235		St. Felix Station, yard, just north of, Que.....	C.P.R.....	Light, 300-watt, placed on each side of crossing, protected by a shade which throws the light downward.	May 26, 1939
31329-1		Iberville, Barbotte's Crossing; St. Armand and Rutbury Sd., Mileage 172, Que.	C.V.R.....	Brush cut alongside right of way on northwest side of crossing.	Dec. 5, 1939
27318-25		DeCou Crossing; Mileage 44-7, Lake Erie and Northern Railway, Ont.	L.E. & N.....	Shrubs and brushwood cut down at the approaches within the railway right of way. Trees trimmed on private crossing.	Sept. 8, 1939
				Underbrush cut; trees trimmed to improve sight lines.	Aug. 3, 1939



STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1939.—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
27029-29		Wheatley Station, 1st crossing east of, Ont.	P.M.R.	Street light on south side of tracks lowered; light placed on each side of tracks.	Mar. 6, 1939
27029-31		Wallaceburg, Wallace Street, Ont.	P.M.R.	Trucks prohibited to improve sight lines.	Mar. 8, 1939
27029-33		New Germany Station, 1st crossing south of; N.S.	C.N.R.	Advance warning signs installed.	Mar. 6, 1939
26782-279		Lac Aux Sables Station, 1st crossing east of, Que.	C.N.R.	Advance warning signs installed.	Jan. 24, 1939
26782-158		St. Rosalie Station, 1st crossing west of, Que.	C.N.R.	Advance warning sign required on northwest side of crossing; other advance warning sign placed at an angle more suitable for sight to traffic.	July 4, 1939
26782-285		Lac Marois Station, 1st crossing north of; Montfort Sd., Mileage 42, 9 poles north of; Que.	C.N.R.	Advance warning sign on north side of crossing repaired.	Aug. 14, 1939
26711-244		London East, Highbury Avenue; Ont.	C.N.R.	Advance warning sign repaired and placed into position.	Nov. 15, 1939
27811-134		Carleton Place Station, 1st crossing south of; Alder Sd., Mileage 29-45, Alta.	C.P.R.	Advance warning sign moved further west.	Jan. 17, 1939
27467-153		Carleton Place, 1st crossing west of, Sask.	C.P.R.	Additional advance warning sign installed.	Feb. 9, 1939
29552		Rampart, crossing west of; Carleton Place Sd., Mileage 89-37, B.C.	C.P.R.	Advance warning sign installed at north side of crossing.	Mar. 6, 1939
1487-5		Winnipeg Terminal, Fawcett Road; Kootenai Sd., Mileage 122-6, Man.	C.P.R.	Advance warning sign erected on south side of track.	Mar. 14, 1939
1487-5		Winnipeg Terminal, Fawcett Road; Man.	C.P.R.	Advance warning sign erected on north side of track.	April 8, 1939
27156-232		St. Scholastique; Lacerte Sd., Mileage 32-48, Que.	C.P.R.	Advance warning signs installed.	April 14, 1939
27156-124		L'Epiphanie, 2nd crossing east of; Three Rivers Sd., Mileage 23-65, Que.	C.P.R.	Advance warning sign installed north of crossing.	June 21, 1939
26727-103		Pembroke, 2nd crossing west of; West Crossing, Ont.	C.P.R.	Advance warning signs installed.	July 8, 1939
27156-160		West Shefford Station, 2nd crossing east of; Sherbrooke Sd., Mileage 113-63, Que.	C.P.R.	Advance warning signs installed.	Nov. 10, 1939
26727-448		Eady Station, 2nd crossing south of; MacTier Sd., Mileage 86-79, Ont.	C.P.R.	Advance warning signs installed.	Dec. 18, 1939
9437-1262		Nanaimo, Cornox Road, B.C.	E. & N.	Advance warning signs installed.	June 12, 1939
1267-36		Rouville Station, 2nd crossing east of; Interurban M. & S. C. Sd., Mileage 19-24, Que.	B.C.E.	Advance warning signs repaired.	June 7, 1939
30051-9	37618	Briarclough, near Station, B.C.	B.C.E.	Reflectorized advance warning signs installed.	Nov. 13, 1939
27467-65		Bienfait, ½ mile west of; Bienfait Sd., Mileage 16-9, Sask.	C.N.R.	Standard railway crossing sign moved from east side of north approach to west side of that approach.	Jan. 18, 1939
9437-1281		London, Adelaide Street, Ont.	C.N.R.	Standard railway crossing sign erected on north side of tracks.	Dec. 9, 1939

27156-223	Cedar Park, east of; Winchester Sd., Mileage 8-54, C.P.R.	Standard railway crossing sign installed.	
1487-5	Winnipeg Terminals, Panet Road; Keewatin Sd., Mileage 122-6, Man.	Standard railway crossing sign installed on south side of track.	Mar. 14, 1939
1487-5	Winnipeg Terminals, Panet Road; Keewatin Sd., Mileage 122-6, Man.	Standard railway crossing sign installed on north side of track.	April 8, 1939
27365-114	Gonor Station, 3rd crossing northeast of; Lac du Bonnet Sd., Mileage 49-38, Man.	Standard railway crossing signs installed on each side of crossing.	Dec. 26, 1939
36327-1	Windsor, Dougal Avenue, Ont.	Standard railway crossing signs installed.	Feb. 9, 1939
9437-263	Burkton Station, crossing just west of; Peterboro Sd., Mileage 54-41, Ont.	Reflector button signs installed.	Aug. 25, 1939
27467-65	Bienfait Station, 1st crossing west of; Bienfait Sd., Mileage 16-9, Sask.	Reflectorized cross-buck signs installed on each side of crossing; formerly unprotected.	June 22, 1939
27467-90	Saskatoon, Eleventh Street; Loop Line, Sask.	Reflectorized cross-buck signs installed on each side of crossing; formerly unprotected.	July 11, 1939
26711-348	Fonthill, Canboro Road, Ont.	Reflectorized cross-buck signs installed; formerly unprotected.	Feb. 7, 1939
27632	Richmond Station, 1st crossing east of; Sherbrooke Sd., Mileage 76-5, Que.	Stop sign installed on north side of crossing.	Feb. 18, 1939
26782-282	McWatters Station, 1st crossing west of; Que.	Stop signs installed.	June 9, 1939
26782-195	Ilwerville, Second Avenue; Lenox Sd., Mileage 0-68, Que.	Stop signs installed.	June 15, 1939
26782-285	Lac Morris Station, 1st crossing north of; Montfort Sd., Mileage 42; 9 poles north of, Que.	Stop sign on south side of crossing re-located.	Aug. 14, 1939
9437-1086	St. Hubert Station, 1st crossing west of; St. Hyacinthe Sd., Mileage 9-58, Que.	Stop signs installed.	Dec. 29, 1939
27156-232	St. Scholastique; Lachute Sd., Mileage 32-48, Que.	Stop signs installed.	April 14, 1939
27156-118	Little Lac Magog Station, 1st crossing west of; Sherbrooke Sd., Mileage 77-6, Que.	Reflectorized stop signs installed.	July 31, 1939
27156-233	Warden Station, 3rd crossing north of; Drummondville Sd., Mileage 20-8, Que.	Reflectorized stop signs installed.	July 31, 1939
30051-9	Brichouse, near Station, B.C.	Reflectorized stop signs installed.	Nov. 13, 1939
31329-3	Stanbridge Station, 1st crossing north of; St. Armand Sd., Mileage 155-54, Que.	Broken reflectorized stop sign replaced by a new one.	Dec. 20, 1939
13072-30	Greenfield Park, Devonshire Road, Que.	Reflectorized stop signs placed on each side of track, 50 feet from crossing.	Oct. 21, 1939
26711-664	Fenelon Falls; Haliburton Sd., Mileage 14-20, Ont.	Speed restriction of 10 miles per hour placed after accident, November 15, 1938, maintained.	Jan. 6, 1939
26711-594	Acton, Mill Street, Ont.	All switching movements to be flagged; speed of all trains which do not stop at station to be limited to 25 m.p.h.	Mar. 14, 1939
28786-22	Drumheller Station; Drumheller Sd., Mileage 52-8, Alta.	Permanent slow order of 10 miles per hour placed November 6, 1938, maintained.	Jan. 12, 1939
26711-60	Toronto, Keating Street and Booth Avenue, Ont.	All trains and engines to come to a stop, and movements over crossing to be flagged.	Mar. 7, 1939
26711-573	Welland Junction; Cayuga Sd., Mileage 17-84, Ont.	Speed restriction of 15 miles per hour maintained.	April 27, 1939
16580-2	Montreal, Pie IX Boulevard; L'Assomption Sd., Mileage 35-16, Que.	Permanent speed restriction of 8 miles per hour increased to 10 miles per hour.	June 7, 1939

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1939 *Concluded*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
9437-1281	57588	London, Adelaide Street, Ont.	C.N.R.	Permanent speed restriction of 6 miles per hour decreased to 5 miles per hour.	June 9, 1939
16589-3	57592	Montreal, Jeanne d'Arc Street, Que.	C.N.R.	Permanent speed restriction of 8 miles per hour increased to 10 miles per hour.	June 7, 1939
9437-336	57574	St. Hyacinthe, Laframboise Street, just east of Station, Que.	C.N.R.	Permanent speed restriction of 8 miles per hour increased to 10 miles per hour.	June 7, 1939
26711-500	57551	Pottersham Station, south of: Milton Sd., Mileage 54-78, Ont.	C.N.R.	Permanent speed restriction of 6 miles per hour decreased to 5 miles per hour.	June 6, 1939
26782-234	57553	Montreal, Desjardins Street, Que.	C.N.R.	Permanent speed restriction of 8 miles per hour increased to 10 miles per hour.	June 6, 1939
16589-1	57553	Montreal, Orleans Avenue, Que.	C.N.R.	Permanent speed restriction of 8 miles per hour increased to 10 miles per hour.	June 6, 1939
26782-294	57553	Montreal, Letourneaux Street, Que.	C.N.R.	Permanent speed restriction of 8 miles per hour increased to 10 miles per hour.	June 6, 1939
12452 } 16589-7 }	57553	Montreal, La Salle Avenue, Que.	C.N.R.	Permanent speed restriction of 8 miles per hour increased to 10 miles per hour.	June 6, 1939
9437-122	57560	Kingston, Ontario Street, Ont.	C.N.R.	Permanent speed restriction of 6 miles per hour decreased to 5 miles per hour.	June 6, 1939
26711-681	58603	Orillia, North Street; Midland Sd., Mileage 43-83, Ont.	C.N.R.	Speed restriction of 10 miles per hour placed after accident, August 7, 1939, maintained.	Sept. 25, 1939
28786-23	58174	Edmonton, 118th Avenue, Alta.	C.N.R.	Permanent speed restriction of 6 miles per hour increased to 10 miles per hour.	Nov. 2, 1939
36829	58181	Fort Frances, Victoria Street, Ont.	C.N.R.	(1) Permanent speed restriction of 5 miles per hour increased to 10 miles per hour; trains standing on or blocking crossing, double track be protected by trainmen during time train is broken. (2) Switching movements be governed by speed restriction of 10 miles per hour. (3) Back-up movements be preceded by a flagman. (4) Order No. 44959, dated June 27, 1930, be rescinded.	Oct. 31, 1939
9437-397	58133	Hawkesbury, 1st crossing south of: Vankleek Sd., Mileage 19-9, Ont.	C.N.R.	Speed restriction of 10 miles per hour maintained.	Dec. 21, 1939
27156-17	57892	St. Therese, 1st crossing west of station platform; Sanche Street; St. Eustache Sd., Mileage 0, Que.	C.P.R.	Speed restriction of 19 miles per hour; back-up movements from St. Eustache Sd., 6 miles per hour. Switching movements over industrial track to be protected by flagman.	Aug. 25, 1939
9437-288	58165	London, Adelaide Street, Ont.	C.P.R.	Speed restriction of 15 miles per hour maintained.	Nov. 1, 1939

30051-9 30051-27	58132 57284	Brighthouse, near; Road No. 3, B.C., Vancouver, 70th Avenue and Right of way, B.C.	B.C.E. B.C.E.	Speed restriction of 5 miles per hour maintained... Trains from both directions are required to come to a full stop before moving over crossing.	Oct. 21, 1939 April 17, 1939
40104 40041	54786 53585	Elphinstone, near, Man., Brampton Sd., Mileage 12-37; Brown's Line Cross- ing, Ont.	C.N.R. C.N.R.	Subway constructed; Subway constructed; 1 crossing closed.	Jan. 21, 1939 Feb. 14, 1939
32927 9437-319-14 9437-319-4 26727-177	54816 56553 56550 54644	Ottawa, Mann Avenue, Ont., Montreal, Notre Dame Street, Que., Montreal, St. Marguerite Street, Que., Woodbridge, 2 miles north of; Mactier Sd., Mileage 13-7, Ont.	C.N.R. C.N.R. C.N.R. C.P.R.	Subway constructed; temporary crossing closed... Subway constructed; 1 crossing closed... Subway constructed; 1 crossing closed... Subway constructed; 1 crossing closed.	Feb. 14, 1939 Dec. 1, 1939 Dec. 1, 1939 Feb. 10, 1939
42130 31646-7 30762-215	57304 55286	Three Rivers, Ste. Marguerite Street, Que., Ascot, Miller's Crossing; $\frac{1}{4}$ mile south of, Que., Cape Cove Station, 1 mile east of; Church private crossing, Que.	C.P.R. Q.C.R. C.N.R.	Subway constructed; 1 crossing closed... Subway constructed; 1 crossing closed... Whistle posts erected	Dec. 1, 1939 Jan. 23, 1939 Jan. 4, 1939
38478		Munson Yard, east end of; Drumheller Sd., Mileage 40-7, Alta.	C.N.R.	Whistle posts erected east and west of crossing; the west whistle post has been placed on north side of westbound main track, $\frac{1}{4}$ mile west of crossing, with post faced to the west.	Dec. 8, 1939
27073-117		Yale, Albert Street; Cascade Sd., Mileage 26-96, B.C.	C.P.R.	Whistle post erected east of crossing.	Dec. 18, 1939



STATEMENT No. 13. Statement showing the number of highway crossings at which protection has been completed and the nature of protection, set out by provinces, for the twelve months ended December 31, 1939

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
Approaches graded.....	15	1								16
Bell and wigwag installed.....		10	3	3	5					21
Bells and wigwags installed.....				1	5					6
Two wigwags and one bell installed.....					2					2
Bell and wigwag relocated.....								1		1
Bell removed.....					1					1
Overhead crossing erected.....				3	3			1	1	8
Crossings constructed.....					1		1		1	3
Highway diversions constructed.....	1				1		2			4
Flagging movements.....					2					2
Gate arms attached to existing bells and wigwags.....				1						1
Planking repaired.....				1						1
Advance warning signs installed.....		1		4	2	2	1		2	12
Advance warning signs repaired.....				3	1					4
Advance warning signs relocated.....								1		1
Advance warning signs, reflectorized, installed.....									1	1
Standard railway crossing signs in- stalled.....				1	2	3				6
Standard railway crossing signs re- located.....							1			1
Reflector button signs erected.....					1					1
Cross-buck signs, reflectorized, in- stalled.....					1		2			3
Stop signs installed.....				5						5
Stop signs relocated.....				1						1
Stop signs, reflectorized, installed.....				4					1	5
Removal of obstructions to view.....	7	1	3	4	11		2	1	1	30
Speed restrictions maintained.....				1	6			1	1	9
Permanent speed restrictions increased.....				7	1			1		9
Permanent speed restrictions de- creased.....					3					3
Subways constructed.....				4	3	1				8
Whistle posts installed.....				1				1	1	3
Trains from both directions to come to a full stop.....									1	1
Totals.....	23	13	6	44	51	6	9	7	9	168

STATEMENT No. 14.—Highway crossing accidents showing number of persons killed and injured, by provinces, for the year ended December 31, 1939

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total			
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.				
Canadian National.....	2	1	3	10	5	16	5	4	4	31	5	36	65	16	103	3	...	6	8	3	13	3	...	7	...	...	127	34	188		
Canadian Pacific.....							1	...	1	19	18	29	33	26	36	7	3	8	7	5	12	11	5	8	3	1	3	81	58	97	
Algoma Central and Hudson Bay.....													1		2												1		2		
British Columbia Electric.....																															
Central Vermont.....										2		5													4	...	8	4	...	8	
Dominion Atlantic.....				2	3	6																					2	...	5		
Esquimalt and Nanaimo.....																									1	...	1	...	1	...	1
Essex Terminal.....																2	1	7									2	1	7		
Grand River.....																1	1										1	...	1	...	1
Lake Erie and Northern.....																3	3	3									3	...	3	...	3
Maritime Coal, Railway and Power Company.....				1		4																					1	...	4	...	4
Michigan Central.....																6	5	7									6	5	7	...	7
Niagara, St. Catharines and Toronto.....													1		2												1	...	2	...	2
Nipissing Central.....													1		2												1	...	2	...	2
Oshawa Railway.....													1		1												1	...	1	...	1
Pere Marquette.....													1		1												1	...	1	...	1
Sydney and Louisburg.....				2	...	3																					2	...	3	...	3
Toronto, Hamilton and Buffalo.....													6	1	10												6	1	10	...	10
Total.....	2	1	3	15	8	29	6	4	5	52	23	70	121	49	175	10	3	14	15	8	25	14	5	15	8	1	12	243	102	348	

STATEMENT No. 15.—Particulars of all highway crossing accidents for nine years, with description of protection or non-protection in effect

## PRINCE EDWARD ISLAND

	1921			1932			1933			1934			1935			1936			1937			1938			1939			Totals for 9-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Gates																														
Lightning flash																														
Bell																														
Bell and wigwag																														
Watchman																														
Unprotected	2		6				3	1	3	2	2	1	1	2		2		2		2		2		2	1	3	12	4	17	
Total	2		6				3	1	3	2	2	1	1	2		1	1		3		4				2	1	3	14	5	19

## NOVA SCOTIA

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STATEMENT No. 15.—Summary of Highway crossing accidents (motors and others), with description of protection or non-protection for nine-year period ended December 31, 1939

Year	Gates						Lightning flash signal						Bell						Bell and wigwag					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	8		13	6	1	6	4	5	1	1		1	30	15	44	3	1		2					
1932.....	4	1	3	5	4	1	3	3	3				26	18	28	5	3		2					
1933.....	4		15	3	2	1				1			17	5	29	7	5		2					
1934.....	4	4	8	6	2	4				1	1		27	6	29	6	2		4					
1935.....	3	1	4	5	4	1	1		1	2	1	1	35	13	54	2	1		1					
1936.....	1		5	1		1				1	1		9	1	12	1	1							
1937.....	1		8	5	1	4	1		1	3			12	7	21	1	1		18	10	25	2	2	1
1938.....	4		4	4	2	2	1			1			4	1	6	1	1		22	8	36	5	3	2
1939.....	3	1	5	4	1	3							5	2	7	1		1	28	11	41	6	4	2
Totals.....	32	7	65	39	17	23	10	10	8	6	4	2	165	68	230	27	15	12	87	37	124	17	10	8

Year	Watchman						Unprotected						Total motors			Total others			Grand total		
	Motor			Other			Motor			Others											
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931.....	5	1	12	1		1	233	63	358	26	11	19	280	84	428	37	13	29	317	97	457
1932.....	3	2	1				176	47	226	32	18	30	212	71	261	42	25	33	254	96	294
1933.....	3	3	1				165	50	228	20	9	12	189	58	273	31	17	15	220	75	288
1934.....	4	1	4	1		1	147	52	204	18	12	9	182	63	245	32	18	17	214	81	262
1935.....	3		4	2	1	1	171	85	223	18	7	15	213	99	285	29	14	19	242	114	304
1936.....				1		1	188	88	304	23	10	18	214	99	346	29	14	21	243	113	367
1937.....	5	1	10				226	88	319	8	4	8	267	105	397	19	9	14	286	114	411
1938.....	3	1	4				188	76	247	14	6	11	219	86	284	23	10	16	242	96	300
1939.....	5	2	13				178	75	265	13	6	11	219	91	331	24	11	17	243	102	348
Totals.....	31	11	49	5	2	3	1,670	624	2,374	172	83	133	1,995	757	2,850	266	131	181	2,261	888	3,031

Nine-year period	Gates			Lightning flash signal			Bell			Bell and wigwag			Watchman			Unprotected			Grand total nine-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Motor.....	32	7	65	10	10	8	165	68	230	87	37	124	31	11	49	1,670	624	2,374	1,995	757	2,850
Other.....	39	17	23	6	4	2	27	15	12	17	10	8	5	2	3	172	83	133	266	131	181
Total.....	71	24	88	16	14	10	192	83	242	104	47	132	36	13	52	1,842	707	2,507	2,261	888	3,031



STATEMENT No. 17.—Summary of all highway crossing accidents for nine-year period ended December 31, 1939, showing separately motor vehicle accidents and "others"

	1931			1932		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	280	84	428	212	71	261
Others.....	37	13	29	42	25	33
Totals.....	317	97	457	254	96	294
	1933			1934		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	189	58	273	182	63	245
Others.....	31	17	15	32	18	17
Totals.....	220	75	288	214	81	262
	1935			1936		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	213	100	285	214	99	346
Others.....	29	14	19	29	14	21
Totals.....	242	114	304	243	113	367
	1937			1938		
	Accidents	Killed	Injured	Accidents	Killed	Injured
Motors.....	267	105	397	219	86	284
Others.....	19	9	14	23	10	16
Totals.....	286	114	411	242	96	300
	1939					
	Accidents	Killed	Injured			
Motors.....	219	91	331			
Others.....	24	11	17			
Totals.....	243	102	348			
GRAND TOTALS						
	Accidents	Killed	Injured			
1931.....	317	97	457			
1932.....	254	96	294			
1933.....	220	75	288			
1934.....	214	81	262			
1935.....	242	114	304			
1936.....	243	113	367			
1937.....	286	114	411			
1938.....	242	96	300			
1939.....	243	102	348			
Totals.....	2,261	888	3,031			



STATEMENT No. 18—Highway crossing accidents for the year ended December 31, 1939

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
32861	33550-67	Jan. 16	10 25 a.m.	C.N.R.	Millview, Vernon Sd., Mileage 2-28, P.E.I.			Unprotected	Auto.
32811	33229-74	Jan. 7	10 20 p.m.	C.N.R.	Sussex, Main Street, N.B.		1	Bell	Auto.
32852	27401-78	Jan. 24	9 17 a.m.	C.P.R.	Devon, Gibson Street; Gibson Sd., Mileage 58-70, N.R.			Unprotected	Auto.
32747	7071	Jan. 7	6 33 a.m.	C.N.R.	Montreal, Vernet Street, Que.		1	Gates	Pedestrian.
32862	9437-1207	Jan. 11	2 30 p.m.	C.N.R.	Chicoutimi, Racine Street, Que.			Unprotected	Auto.
		Jan. 20	11 44 a.m.	C.N.R.	St. Lawrence Station, 1st crossing south, Que.			Unprotected	Truck.
32807	27156-231	Jan. 22	1 25 a.m.	C.P.R.	Winona, 1st crossing west, Ont.		1	Unprotected	Auto.
32851	26746-39	Jan. 31	1 27 p.m.	C.N.R.	Winona, 1st crossing west, Ont.			Unprotected	Auto.
32851	26741-406	Jan. 29	12 20 a.m.	C.N.R.	Brantford Yard, West Colborne Street, Ont.		2	Unprotected	Auto.
32853	26711-672	Jan. 27	12 20 a.m.	C.N.R.	Stratford, Nelson Street; west of station, Ont.		1	Unprotected	Auto.
32858	26711-671	Jan. 31	2 10 p.m.	C.N.R.	Cargrave Station, 1st crossing north, Ont.		4	Unprotected	Auto.
32776	26711-153	Jan. 3	9 25 a.m.	C.N.R.	Hamilton, Ferguson Avenue, at Hunter Street, Ont.		1	Unprotected	Auto.
32808	26711-669	Jan. 5	9 25 a.m.	C.N.R.	Between Gainsville and Onondaga, Hall's Crossing, Ont.			Unprotected	Auto.
32820	26727-900	Jan. 11	1 10 a.m.	C.P.R.	Plainsville; Windsor Sd., Mileage 39-49, Ont.		1	Unprotected	Auto.
32833	2701-261	Jan. 13	2 31 p.m.	C.P.R.	Greenwood Station, 1-8 miles west, Ont.		1	Unprotected	Auto.
32829	26727-933	Jan. 18	1 15 a.m.	C.P.R.	St. Catharines, Riverside Street, Ont.			Unprotected	Auto.
32832	26727-440	Jan. 11	12 55 p.m.	C.P.R.	Maple Hill Station, 42 of a mile east, Ont.		1	Unprotected	Truck.
32830	26727-441	Jan. 21	9 35 a.m.	C.P.R.	Walford Station, 42 of a mile east, Ont.			Unprotected	Truck.
32761	36327-1	Jan. 7	6 45 a.m.	E.T.R.	Windsor, Duggill Avenue, Ont.		1	Gates	Auto.
32739	1487-5	Jan. 3	8 30 k.	C.P.R.	Windsor, Dorland's Place Road, Man.		1	Unprotected	Auto.
32819	27811-137	Jan. 23	11 30 a.m.	C.P.R.	Cardston Sd., Mileage 8-57, Alta.			Unprotected	Horse-drawn vehicle.
32840	14813	Feb. 9	3 52 p.m.	C.N.R.	Ville St. Pierre, Fifth Avenue, Que.			Bell and wig-wag	Truck.
32838	26782-105	Feb. 1	12 20 a.m.	C.N.R.	Iberville, Second Avenue, Que.		1	Unprotected	Auto.
32837	20316-1	Feb. 1	11 10 p.m.	C.N.R.	Ville St. Pierre, Maple Avenue, Que.		2	Unprotected	Auto.
32836	27156-231	Feb. 19	7 05 p.m.	C.P.R.	Sutton Station, 1st crossing south, Que.		6	Unprotected	Auto.
32836	27156-232	Feb. 4	2 27 p.m.	C.P.R.	St. Scholastique; Lachute Sd., Mileage 32-45, Que.		1	Unprotected	Auto.
32804	26711-670	Feb. 8	8 56 a.m.	C.N.R.	Toronto, Reading Street; at Booth Avenue, Ont.			Unprotected	Auto.
32917	26711-573	Feb. 19	8 56 a.m.	C.N.R.	Welland Junction; Cayuga Sd., Mileage 18-02, Ont.		1	Unprotected	Auto.
32853	26727-442	Feb. 11	1 35 p.m.	C.P.R.	Wexford, Victoria Road, Ont.		2	Unprotected	Auto.
32877	19973	Feb. 13	11 00 a.m.	C.P.R.	Brampton, Joseph Street, Ont.			Unprotected	Truck.
32882	27401-163	Feb. 4	16 45 k.	C.N.R.	Lestock, 1 mile east; Touchwood Sd., Mileage 57-04, Sask.		2	Unprotected	Horse-drawn vehicle.
32910	26807-125	Feb. 17	16 18 k.	C.P.R.	Tisdale Sd., Mileage 96-84, Sask.		1	Unprotected	Horse-drawn vehicle.
32879	27073-6	Feb. 10	7 15 a.m.	E. & N.	Victoria Sd., Mileage 76-56, B.C.			Unprotected	Auto.
32925	26782-284	Mar. 5	10 05 a.m.	C.N.R.	St. Johns, Cassin Street, Que.		1	Unprotected	Auto.
32972	16589-2	Mar. 8	6 59 p.m.	C.N.R.	Montreal, Pto IX Boulevard, Que.		1	Unprotected	Auto.
32942	9227-35	Mar. 1	10 46 p.m.	C.N.R.	Charlevoix, Park Street, Ont.			Bell and wig-wag	Auto.
32956	26711-640	Mar. 8	8 50 p.m.	C.N.R.	Welland Sd., Mileage 5-25; Lundy's Lane, Ont.		1	Unprotected	Auto.
33014	26711-603	Mar. 18	9 58 k.	C.N.R.	Cusson Sd., Mileage 166 Ont.			Unprotected	Truck.
33033	26711-673	Mar. 21	2 30 p.m.	C.N.R.	Strling, east of; Campbellford Sd., Mileage 16-66, Ont.		1	Unprotected	Horse-drawn vehicle.
33010	26727-103	Mar. 15	7 30 p.m.	C.P.R.	Pembroke, Moffats Crossing; Chalk River Sd., Mileage 94-5, Ont.		2	Bell and wig-wag	Auto.
32957	26727-401	Mar. 15	3 55 p.m.	C.P.R.	Millbank, 2nd crossing west; Goutrich Sd., Mileage 62-45, Ont.			Unprotected	Auto.

27407-164	Mar. 24	20 40 k.	C.N.R.	Langham Sd., Mileage 134-7, Sask.....	1	Unprotected.	Horse-drawn vehicle.
32007							
32058	618-45	6 19 p.m.	C.P.R.	Dulgarby, Boundary Street; 1st crossing south of station, Alta.	1	Unprotected.	Truck.
32041	27811-15	4 11 18 a.m.	C.P.R.	Calgary, 20th Street, East, Alta.	1	Unprotected.	Truck.
32070	30051-27	3 05 p.m.	B.C.E.	Vancouver, 7th Avenue and right-of-way, B.C.	4	Unprotected.	Truck.
32084	30051-28	21 27 p.m.	B.C.E.	Vancouver, 1st Avenue and right-of-way, B.C.	1	Unprotected.	Auto.
32088	30051-29	Mar. 25	B.C.E.	Vancouver, 1st Avenue and right-of-way, B.C.	1	Unprotected.	Auto.
32020	27218-18	4 14 p.m.	B.C.E.	Howell, 20th Avenue and right-of-way, B.C.	1	Unprotected.	Auto.
32022	33350-18	4 14 p.m.	C.N.R.	Sackville, 20th Avenue and right-of-way, B.C.	1	Unprotected.	Auto.
33051	26782-158	April 3	C.N.R.	St. Rosalie, Weldon Street, N.B.	1	Unprotected.	Auto.
33062	27652-8	April 27	C.N.R.	St. Rosalie Station, 1st crossing east, Que.	1	Unprotected.	Auto.
33059	25765-30	April 16	C.N.R.	Richmond Station, 3rd crossing east, Aberdeen Crossing, Que.	1	Unprotected.	Auto.
33060	9437-923	April 27	C.N.R.	Komoka Station, 1 mile west; Town Crossing, Ont.	2	Unprotected.	Auto.
33021	9437-178-1	April 28	C.N.R.	London, William Street, Ont.	2	Unprotected.	Auto.
32998	9437-1192	April 8	C.N.R.	Port Credit Station, 1st crossing north of Stavely, Ont.	7	Unprotected.	Auto.
33011	26727-443	April 6	C.P.R.	Die Station, east of Galt Sd., Mileage 12-58, Ont.	3	Unprotected.	Auto.
33086	27231-35	April 6	C.P.R.	London, First Street, Ont.	2	Unprotected.	Truck.
33036	18946	April 24	N.S.C. & T.	St. Catharines, Westmore Avenue, Ont.	1	Unprotected.	Truck.
33036	18946	April 6	T.H. & B.	Hamilton, Barton Street, Belt Line, Ont.	2	Unprotected.	Auto.
33015	27385-111	April 7	C.P.R.	Winnipeg Beach, Park Avenue, Winnipeg Beach Sd., Mileage 47-5, Man.	1	Unprotected.	Auto.
33114	27156-233	May 15	C.P.R.	Warren Station, 3rd crossing north; Drummondville Sd., Mileage 20-8, Que.	1	Unprotected.	Auto.
33075	27156-124	May 13	C.P.R.	L'Epiphanie, 2nd crossing east; Three Rivers Sd., Mileage 23-65, Que.	4	Unprotected.	Truck.
33099	9437-932	May 14	C.N.R.	Vineland, 1st crossing west; Grimsby Sd., Mileage 18-93, Ont.	1	Unprotected.	Auto.
33117	30982	May 26	C.N.R.	New Toronto, Kingsbury Avenue (Long Branch), Ont.	1	Unprotected.	Auto.
33121	26711-674	May 29	C.N.R.	Lorneville, 1st crossing east; Midland Sd., Mileage 15-02, Ont.	1	Unprotected.	Auto.
33102	9437-1281	May 17	C.N.R.	London, Adelaide Street, Ont.	1	Unprotected.	Auto.
33122	33012	May 18	C.N.R.	Oshawa, Olive Avenue, Ont.	1	Unprotected.	Auto.
33069	27802-27	May 3	Oshawa Ry. T.H. & B.	Mount Pleasant, west of; Waterford Sd., Mileage 30-95, Ont.	1	Unprotected.	Auto.
33101	26744-115	May 20	C.N.R.	Poplar Park; Victoria Beach Sd., 2 poles west of Mileage 38, Man.	2	Unprotected.	Truck.
33164	26744-116	May 29	C.N.R.	Brandon, 13th Street, Cromer Sd., Mileage 0-6, Man.	1	Unprotected.	Bicycle.
33123	26782-285	June 1	C.N.R.	Lac Marois Station, 1st crossing north; Montfort Sd., Mileage 42, Que.	1	Unprotected.	Truck.
33290	28374-2	June 16	C.N.R.	Acton Vale, 1st crossing west, Que.	1	Unprotected.	Truck.
33225	4135-58-358	June 23	C.N.R.	La Tuque Sd., 1 pole east of Mileage 35, Que.	2	Unprotected.	Auto.
33199	27156-118	June 23	C.P.R.	Little Lac Magog Station, 1st crossing west, Que.	4	Unprotected.	Auto.
33140	27156-8	June 7	C.P.R.	Hull West Station, 3rd crossing west, Que.	2	Unprotected.	Auto.
33151	27139-1	June 5	C.V.R.	Therville Station, 3rd crossing south; St. Armand and Roxbury Sd., Mileage 171-95, Que.	3	Unprotected.	Auto.
33184	26711-675	June 6	C.N.R.	Hunta Station, 1st crossing west; Charnaud Crossing, Ont.	2	Unprotected.	Auto.
33194	26711-676	June 8	C.N.R.	Rosseau Road, 1st crossing north; Bala Sd., Mileage 198-7, Ont.	1	Unprotected.	Auto.
33221	26711-523	June 9	C.N.R.	Strathroy, 16th side road east; Strathroy Sd., Mileage 17-59, Ont.	1	Unprotected.	Auto.
33210	26711-677	June 27	C.N.R.	Strathroy, 6th crossing east; Strathroy Sd., Mileage 17-59, Ont.	2	Unprotected.	Auto.
33254	26711-557	June 30	C.N.R.	Stamford, Doncaster Road, Ont.	2	Unprotected.	Auto.
33212	26727-1	June 28	C.P.R.	Vankleek Hill, 1st crossing east, Ont.	2	Unprotected.	Truck.
33241	27318-25	June 22	L.E. & N.	DeCou Crossing, Mileage 44-7, Ont.	1	Unprotected.	Auto.
33112	27318-25	June 13	L.E. & N.	Windham Road, Mileage 41-1, Ont.	1	Unprotected.	Auto.
33141	Case 4976	June 3	M.C.R.	Dutton, Main Street, Ont.	1	Unprotected.	Auto.
33211	27066-11	June 23	T.H. & B.	Hamilton, Cannon Street, Belt Line, Ont.	2	Unprotected.	Auto.
33191	9437-722	June 19	T.H. & B.	St. Ann's Station, just west; Welland Sd., Mileage 14-49, Ont.	1	Unprotected.	Horse-drawn vehicle.
33219	27157-168	June 15	C.N.R.	Netherhill; Rosetown Sd., Mileage 110-3, Sask.	1	Unprotected.	Auto.
33177	26807-117	June 16	C.P.R.	Saskatoon, Avenue "P"; Wilkie Sd., Mileage 1-19, Sask.	2	Unprotected.	Auto.
33105	26786-114	June 16	C.N.R.	St. Paul Junction; Coronado Sd., Mileage 0-37, Alta.	1	Unprotected.	Motorcycle.
33243	27032-45	June 21	C.P.R.	Vancouver, Wall Street; Cascade Sd., Mileage 125-55, B.C.	1	Unprotected.	Auto.
33366	32550-82	July 24	C.N.R.	Kensington 40-5, P.E.I.	1	Unprotected.	Truck.
33251	27218-96	July 9	C.N.R.	Little Harbour Crossing; Pictou Sd., Mileage 44-56, N.S.	1	Unprotected.	Auto.
33274	27218-139	July 20	C.N.R.	Belmont Crossing, 350 feet west of station; Springhill Sd., Mileage 7-5, N.S.	2	Unprotected.	Truck.

## STATEMENT No. 18—Highway crossing accidents for the year ended December 31, 1939—Continued

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
33371	26782-38	July 14	1 52 p.m.	C.N.R.	Cooks Brook Station, 400 feet east; Springhill Sd., Mileage 115.20, N.E.		1	Bell and wig-wag.	Auto.
33375	26782-37	July 15	9 45 a.m.	C.N.R.	Rapinski, Cathedral street; Rimousi Sd., Mileage 18.17, Que.		1	Bell and wig-wag.	Auto.
33372	26782-43	July 4	11 45 a.m.	C.N.R.	St. Isidore Station, about 1 mile east; Jackman Road, Que.		1	Unprotected.	Auto.
33350	26782-24	July 4	9 34 a.m.	C.N.R.	Charlesbourg West Station, 2nd crossing south; St. Clair Road, Rimousi Sd., Mileage 5, Que.				
33319	26782-288	July 6	3 30 p.m.	C.N.R.	Rimousi Sd., Mileage 80.8; Michon's Crossing, Que.		1	Unprotected.	Truck.
							1	Unprotected.	Horse-drawn vehicle.
33372	26711-679	July 5	11 45 a.m.	C.N.R.	Glenross, 1st crossing south; Maynooth Sd., Mileage 12.50, Ont.		2	Unprotected.	Auto.
33315	26711-680	July 27	10 40 a.m.	C.N.R.	Canfield Junction, 2nd crossing east, Ont.	1		Unprotected.	Auto.
33309	26711-571	July 15	3 33 p.m.	C.N.R.	New Sarnia Station, east of; Cayuga Sd., Mileage 113-61, Ont.		4	Unprotected.	Auto.
33308	26842-105	July 12	10 50 a.m.	M.C.R.	Melbourne, 1st crossing east, Ont.		2	Unprotected.	Auto.
33320	9437-1032	July 13	1 50 a.m.	C.N.R.	Burlington, Front House Crossing, Ont.		2	Unprotected.	Auto.
33345	26727-292	July 8	8 45 a.m.	C.P.R.	Carleton Place Station, north of; MacTier Sd., Mileage 73-90, Ont.		1	Unprotected.	Truck.
33354	26727-238	July 17	29 45 k.	C.P.R.	Keweenaw Station, 3rd crossing east; Ignace Sd., Mileage 144-52, Ont.		1	Unprotected.	Auto.
33294	26727-441	July 17	7 30 a.m.	C.P.R.	Bala, 1st crossing north; MacTier Sd., Mileage 116-10, Ont.		1	Unprotected.	Truck.
33266	26727-441	July 19	10 23 a.m.	C.P.R.	Windsor Sd., Mileage 36-31; 2nd crossing east of Newbury Station, Ont.		1	Unprotected.	Horse-drawn vehicle.
33248	30051-5	July 4	12 05 k.	B.C.E.	Branscombe Crossing, District No. 2, B.C.		1	Unprotected.	Auto.
33298	28000-13	Aug. 6	11 45 a.m.	D.A.R.	Breckton Station, 1st crossing west; Kemptville Sd., Mileage 35.13, N.S.		3	Unprotected.	Auto.
33332	9437-346	Aug. 10	8 40 p.m.	C.N.R.	St. Hyacinthe, Laframboise Street, Que.		1	Watchman.	Auto.
33340	27136-84	Aug. 19	4 37 p.m.	C.P.R.	St. John's, Chaudiere Street, Que.			Unprotected.	Peck-stap.
33322	27156-17	Aug. 11	6 50 a.m.	C.P.R.	St. Therese, Sanche Street, Que.		1	Unprotected.	Auto bus.
33373	9437-797	Aug. 2	10 50 a.m.	C.N.R.	Peterboro, Sherbrooke Street, Ont.		1	Bell and wig-wag.	Pedestrian.
33375	26711-681	Aug. 7	7 08 a.m.	C.N.R.	Orillia, North Street; Midland Sd., Mileage 43-83, Ont.		2	Unprotected.	Auto.
33390	26711-682	Aug. 8	8 15 a.m.	C.N.R.	Port Arthur, Rip Track lead, Second Avenue, Ont.		4	Unprotected.	Auto.
33346	5027	Aug. 8	8 45 a.m.	C.N.R.	Hagersville, King Street, Ont.		1	Unprotected.	Auto.
33333	26727-446	Aug. 2	8 13 a.m.	C.P.R.	Verner, 1st crossing west; Cartier Sd., Mileage 34-7, Ont.		2	Unprotected.	Truck and trailer.
33329	26727-447	Aug. 8	11 05 a.m.	C.P.R.	Teeswater Sd., Mileage 2-55, Ont.		2	Unprotected.	Auto.
33361	11617-2	Aug. 16	11 00 a.m.	M.C.R.	Muirkirk, St. Andrew Street, Ont.	1		Bell and wig-wag.	Auto.
33343	33364-1	Aug. 4	6 20 a.m.	C.N.R.	Kirkland Lake Station, 2nd crossing east; Kirkland Lake Sd., Mileage 64, Ont.				
33677	26744-83	Aug. 23	11 25 k.	C.N.R.	North Elze Station, 1st crossing east; Harte Sd., Mileage 30-1, Man.				
33376	27467-166	Aug. 18	15 10 k.	C.N.R.	Brooksby Sd., Mileage 1-6, Sask.		1	Unprotected.	Auto.
33343	2664	Aug. 28	19 55 k.	C.P.R.	Calgary, Fourth Street, West, Alta.		1	Unprotected.	Auto.
33367	27218-140	Sept. 16	2 50 p.m.	C.N.R.	Oxford Sd., Mileage 18-40; Fountain Road, N.S.		2	Unprotected.	Truck.
33386	32883	Sept. 27	7 15 a.m.	C.N.R.	Sackville, John Street, N.S.		1	Unprotected.	Truck.
33368	37565	Sept. 6	1 00 a.m.	S. & L.	Sydney, Victoria Road, N.S.		1	Unprotected.	Auto.
33312	9437-138	Sept. 30	7 55 a.m.	C.P.R.	Montreal, Crematere Road; Mileage 7-54; Park Avenue Sd., Que.	2			
33345	9437-236	Sept. 18	10 35 p.m.	C.P.R.	Valois, Valois Avenue; Winchester Sd., Mileage 7-46, Que.	1			
33313	9437-334	Sept. 30	10 30 p.m.	C.P.R.	Wagons, 1st crossing west of station; Sherbrooke Sd., Mileage 44-46, Que.				
33313	27156-100	Sept. 25	9 28 a.m.	C.P.R.	West Shefford Station, 2nd crossing east; Sherbrooke Sd., Mileage 113-65, Que.				
33429	9437-87	Sept. 1	1 35 p.m.	C.N.R.	London Junction, 1st crossing east; Dundas Sd., Mileage 13-91, Ont.	3		Unprotected.	Auto.
33503	9437-1317	Sept. 18	6 45 a.m.	C.N.R.	Weston, 1.85 miles west; Brampton Sd., Mileage 10-41, Ont.	1		Bell and wig-wag.	Auto.



33400	20765-72	Sept. 20	5 05 p.m.	C.N.R.	Kitchener, Queen Street, Ont.	1	1	1	Bel and wig-wag.	Truck.
33407	9437-75	Sept. 20	7 45 a.m.	C.N.R.	Port Credit Station, Huron Street, Oakville St., Mileage 12-78, Ont.	1	1	1	Bel and wig-wag.	Truck.
33428	9437-85	Sept. 20	1 55 p.m.	C.N.R.	Sarnia, Norfolk Street, Cayuga St., Mileage 73-8, Ont.	1	1	1	Unprotected.	Truck.
33419	18402-123	Sept. 10	8 00 p.m.	C.N.R.	Croft, Denbie Street, Alderside St., Mileage 144-3, Ont.	1	1	1	Unprotected.	Truck.
33444	26711-483	Sept. 15	11 15 a.m.	C.N.R.	Quincy Station, 1st crossing east; Cornwall St., Mileage 93, Ont.	1	1	1	Unprotected.	Truck.
33572	18402-61	Sept. 4	3 50 p.m.	C.N.R.	North Bay, Gormanville Road, Eloy's Crossing, Ont.	1	1	1	Unprotected.	Truck.
33515	26727-80	Sept. 27	10-32 a.m.	C.P.R.	Myrtle Station, 1st crossing west; Peterboro St., Mileage 63-66, Ont.	1	1	1	Unprotected.	Truck.
33535	9437-288	Sept. 30	1 00 a.m.	C.P.R.	London, Adelaide Street, Ont.	2	2	2	Unprotected.	Truck.
33448	26727-448	Sept. 6	11 05 a.m.	C.P.R.	East Station, 2nd crossing south; MacTier St., Mileage 86-79, Ont.	1	1	1	Unprotected.	Truck.
33519	26727-41	Sept. 10	3 30 p.m.	C.P.R.	Oshawa St., Mileage 18-7, Ont.	1	1	1	Unprotected.	Truck.
33503	26727-381	Sept. 29	1 10 a.m.	C.P.R.	Lindsay, Kipling Avenue, Galt St., Mileage 9-40, Ont.	1	1	1	Unprotected.	Truck.
33468	26727-150	Sept. 11	7 30 a.m.	C.P.R.	Linwood Station, 3-25 miles west; Godrich St., Mileage 59-85, Ont.	1	1	1	Unprotected.	Truck.
33418	26842-175	Sept. 5	9 05 a.m.	M.C.R.	Yarmouth, Interlocker, 2nd crossing east; Mileage 109-32, Main Line, Ont.	1	1	1	Unprotected.	Truck.
33480	27365-112	Sept. 11	7 30 a.m.	C.P.R.	Porter Station, 1st crossing west; Main Line, Ont.	1	1	1	Unprotected.	Truck.
33524	27365-31	Sept. 23	19 27 k.	C.P.R.	Portage la Prairie Station, 4th crossing west; Carberry St., Mileage 57-7, Man.	2	2	2	Unprotected.	Truck.
33417	27407-52	Sept. 2	18 20 k.	C.N.R.	Dalmeny, 1st crossing west; Langham St., Mileage 74.5, Sask.	1	1	1	Unprotected.	Truck.
33443	2-8807-65	Sept. 13	23 52 k.	C.P.R.	Primrose Crossing, Indian Head St., Mileage 130, Sask.	1	1	1	Unprotected.	Truck.
33459	26807-128	Sept. 16	8 12 p.m.	C.P.R.	Boharm Station, 1st crossing east; Swift Current St., Mileage 7-8, Sask.	3	3	3	Unprotected.	Truck.
33470	26711-138	Sept. 18	18 40 k.	C.P.R.	Brooks Station, 1st crossing east; Brooks St., Mileage 65-9, Alta.	1	1	1	Unprotected.	Truck.
33507	27811-149	Sept. 23	7 30 k.	C.P.R.	Taber St., Mileage 87-69, Alta.	1	1	1	Unprotected.	Truck.
33489	27811-139	Sept. 16	12-49 p.m.	C.P.R.	Nisku, 1st Crossing south; Leduc St., Mileage 84-1, Alta.	1	1	1	Unprotected.	Truck.
33670	27218-46	Oct. 21	7 20 p.m.	C.N.R.	Pogelman's Crossing, Redford St., Mileage 62-75, N.S.	3	3	3	Unprotected.	Truck.
33229-59		Oct. 14	11 45 p.m.	C.N.R.	Truro, High Street, Mulgrave St., Mileage 0-76, N.S.	1	1	1	Unprotected.	Truck.
33592	27218-48	Oct. 6	19 55 a.m.	C.N.R.	Lockerby Crossing, Oxford St., Mileage 35-70, N.S.	1	1	1	Unprotected.	Truck.
33505	33229-114	Oct. 12	7 45 p.m.	C.N.R.	Dalhousie St., Mileage 4-45; Main Road Crossing, N.B.	2	2	2	Unprotected.	Truck.
33593	33229-113	Oct. 12	7 05 p.m.	C.N.R.	Sussex St., Mileage 0-77, N.B.	1	1	1	Unprotected.	Truck.
33506	26782-290	Oct. 14	7 30 p.m.	C.N.R.	Noranda Station, 1st crossing north; Que.	1	1	1	Unprotected.	Truck.
33516	26782-289	Oct. 17	8 10 a.m.	C.N.R.	Valentier, Arsenal Crossing; Batiscan St., Mileage 15, Que.	2	2	2	Unprotected.	Truck.
33581	26782-62	Oct. 30	7 59 p.m.	C.N.R.	Monkland Station, near; O'Brien Boulevard, Que.	1	1	1	Unprotected.	Truck.
33511	27156-43	Oct. 1	11 05 a.m.	C.P.R.	Sto. Rose, 2nd crossing east; Park Avenue St., Mileage 16-4, Que.	2	2	2	Unprotected.	Truck.
33604	27156-235	Oct. 14	3 09 p.m.	C.P.R.	St. Felix, just north of station; St. Gabriel St., Mileage 16-76, Que.	1	1	1	Unprotected.	Truck.
33685	27156-22	Oct. 25	6 08 p.m.	C.P.R.	Drummondville St., Mileage 3-5, Que.	1	1	1	Unprotected.	Truck.
33614	9437-1093	Oct. 5	7 05 p.m.	C.N.R.	Brighton, Prince Edward Street, Mileage 241-56, Oshawa St., Ont.	1	1	1	Unprotected.	Truck.
33605	Case 2785	Oct. 26	7 35 a.m.	C.N.R.	Peterboro, Reil Street, Ont.	1	1	1	Unprotected.	Truck.
33629	26765-268	Oct. 24	1 55 p.m.	C.N.R.	Sarnia, 3 miles east of; London Road Crossing, Ont.	1	1	1	Unprotected.	Truck.
33572	26711-211	Oct. 31	10 50 p.m.	C.N.R.	Point Edward, Michigon Avenue, Ont.	1	1	1	Unprotected.	Truck.
33657	26711-244	Oct. 7	10 15 p.m.	C.N.R.	London East, Highbury Avenue, Ont.	1	1	1	Unprotected.	Truck.
33380	26727-164	Oct. 31	3 55 p.m.	C.N.R.	Allandale Station, 2nd crossing north; Baldwin Street, Ont.	1	1	1	Unprotected.	Truck.
33540	26727-217	Oct. 4	8 55 p.m.	C.P.R.	West Monklon, 1st crossing east; Winstanley Street, Ont.	1	1	1	Unprotected.	Truck.
33510	26727-221	Oct. 4	8 40 a.m.	C.P.R.	Summerville, Brown's Lane, Mileage 10-87, Galt St., Ont.	3	3	3	Unprotected.	Truck.
33531	26727-205	Oct. 10	7 55 a.m.	C.P.R.	Worlington Station, 1-34 miles west; Mileage 26-44, Welbywood St., Ont.	9	9	9	Unprotected.	Truck.
33595	26727-450	Oct. 11	10 52 a.m.	C.P.R.	Chadham, Merritt Avenue, Ont.	1	1	1	Unprotected.	Truck.
33633	29939	Oct. 24	7 15 a.m.	A.C. & H.B.	Sault Ste. Marie, Huron Street, Ont.	1	1	1	Unprotected.	Truck.
33605	27318-1	Oct. 9	12 30 a.m.	I.E. & N.	Brantford, Morrell Street, Ont.	2	2	2	Unprotected.	Truck.
33642	26842-48	Oct. 31	6 16 p.m.	M.C.R.	St. Thomas, 2 1/2 miles west of; Air Line Crossing, Ont.	1	1	1	Unprotected.	Truck.
33617	26842-58	Oct. 31	9 21 p.m.	M.C.R.	St. Thomas, 2 1/2 miles west of; Air Line Crossing, Ont.	1	1	1	Unprotected.	Truck.
33631	27092-113	Oct. 1	8 05 a.m.	T.H. & B.	Scotland Station, just west of; Waterford St., Mileage 35-28, Ont.	4	4	4	Unprotected.	Truck.
33647	27092-113	Oct. 3	19 45 k.	C.P.R.	Windsor Terminals, Narn Avenue, Man.	1	1	1	Unprotected.	Truck.
33657	27407-159	Oct. 5	19 00 k.	C.P.R.	Kamsack Station, 1st crossing east of; Sask.	1	1	1	Unprotected.	Truck.
33657	27407-159	Oct. 5	19 00 k.	C.P.R.	Junia Station, 1st crossing east of; Mileage 87-8, Asquith St., Sask.	1	1	1	Unprotected.	Truck.
33671	27407-158	Oct. 27	12 13 p.m.	C.N.R.	Canora, 1st crossing south of station; Mileage 54-5, Yorkton St., Sask.	1	1	1	Unprotected.	Truck.
33671	27407-158	Oct. 27	7 05 a.m.	C.N.R.	Munson Station, 1st crossing east of; Mileage 40-7, Drumheller St., Alta.	4	4	4	Unprotected.	Truck.
33630	Case 4235	Oct. 21	11 54 a.m.	C.P.R.	Disbury Station, 1st crossing north of; Hespeler Street; Red Deer St., Mileage 46-6, Alta.	1	1	1	Unprotected.	Truck.



STATEMENT No. 18.—Highway crossing accidents for the year ended December 31, 1939—*Concluded*

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
33627	27073-117	Oct. 13	6 32 p.m.	C.P.R.	Yale, Albert Street; Mileage 26-26, Cascade Sd., B.C.	1		Unprotected	Pedestrian
33736	9457-1129	Nov. 7	12 05 a.m.	D.A.R.	Port William Station, 1st crossing west of; Mileage 51-41, Harkness Sd., N.S.		1	Unprotected	Auto
33737	3730-6	Nov. 17	9 25 a.m.	S. & L.	Gloucester, Main Street Crossing, N.S.		2	Unprotected	Truck
33785	30173-2	Nov. 25	9 15 p.m.	Maritime	Marion Station, 1½ miles from; Lawson's Crossing, N.S.		4	Unprotected	Auto.
33795	27218-141	Nov. 21	7 45 a.m.	C.N.R.	Hardwood Hill; Mileage 63-50 Oxford Sd., N.S.		3	Unprotected	Auto.
33798	26782-73	Nov. 13	10 03 a.m.	C.N.R.	Pudoe, Mileage 91-34, Matapeket Sd., Que.		1	Unprotected	Truck
33799	26782-133	Nov. 19	6 20 p.m.	C.N.R.	St. Laurent; Monkland Boulevard, Que.		1	Unprotected	Auto.
33728	26782-259	Nov. 11	7 34 a.m.	C.N.R.	Cherry Station, 1st crossing west of; Que.		1	Unprotected	Truck.
33862	27150-137	Nov. 7	7 51 p.m.	C.P.R.	Megantic Station, 4th crossing west of; Mileage 2-9, Megantic Sd., Que.		3	Unprotected	Auto.
33892	27150-256	Nov. 20	8 15 p.m.	C.P.R.	Mount Orford Station, 1st crossing west; Mileage 92-7, Sherbrooke Sd., Que.		2	Unprotected	Auto.
33669	27156-181	Nov. 13	11 00 a.m.	C.P.R.	Lachute Station, 1st crossing west of; Mileage 44-38, Lachute Sd., Que.		1	Unprotected	Auto.
33745	31329-3	Nov. 14	7 43 p.m.	C.V.R.	Stanbridge Station, just north of; Mileage 155-34, St. Armand Sd., Que.		3	Unprotected	Auto.
33745	9437-009	Nov. 25	2 05 a.m.	C.N.R.	Hamilton, King Street, Ont.		1	Unprotected	Auto.
33704	26711-130	Nov. 8	1 55 p.m.	C.N.R.	Port Colborne, Steele Street, Ont.		1	Unprotected	Auto.
33746	9437-397	Nov. 25	12 10 p.m.	C.N.R.	Paquette Crossing, Hawkesbury, 1-52 miles south of, Ont.	2		Unprotected	Auto.
33718	26765-274	Nov. 19	12 12 a.m.	C.N.R.	Dunnville, Pine Street, Ont.		2	Unprotected	Auto.
33726	26711-124	Nov. 10	6 45 p.m.	C.N.R.	Warriston, Arthur Street, Ont.		2	Unprotected	Auto.
33738	26711-083	Nov. 27	12 13 p.m.	C.N.R.	Warriston, Frank Street, Ont.		1	Unprotected	Auto.
33711	26711-305	Nov. 13	3 23 p.m.	C.N.R.	Kinburn, 1st Crossing west of station, Ont.		2	Unprotected	Truck.
33705	26727-451	Nov. 18	3 30 p.m.	C.P.R.	Smiths Falls, Williams Street, Ont.		1	Unprotected	Truck.
33777	1107-1	Nov. 27	9 45 a.m.	C.P.R.	Hilgates, King Street, Ont.		1	Unprotected	Auto.
33719	27305-115	Nov. 12	8 10 p.m.	C.P.R.	Winnipeg Terminal, intersect on of; L. Road and Logan Avenue, Wm.		3	Unprotected	Auto.
33695	27305-114	Nov. 2	9 46 a.m.	C.P.R.	Gomer Station, 3rd crossing north east of; Mileage 49-38, Lac du Bonnet Sd., Man.		1	Unprotected	Truck.
33668	22611	Nov. 9	4 40 p.m.	C.P.R.	Piapot Station, 1st crossing west of; Mileage 67-2, Maple Creek Sd., Sask.		1	Unprotected	Auto.
33680	27811-141	Nov. 15	5 30 a.m.	C.P.R.	Daysland Station, 1st crossing east of; Mileage 43-6, Wetaskiwin Sd., Alta.	1		Unprotected	Truck.
33729	27811-79	Nov. 25	9 30 a.m.	C.P.R.	Ponoka, Leduc Sd., Mileage 37-06, Alta.		2	Unprotected	Truck.
33775	35681-36	Dec. 3	8 25 a.m.	C.N.R.	Little Bras d'Or, east end platform; Sydney Sd., Mileage 79-95, N.S.		1	Ball	Pedestrian
33852	27843-12	Dec. 10	8 25 a.m.	C.N.R.	Contraire, Rose de Lima Street, Que.		1	Ball	Auto.
33829	26782-12	Dec. 20	10 30 a.m.	C.N.R.	Charlevoix Station, 1st crossing east; Patisson Sd., Mileage 3-4, Que.		2	Unprotected	Auto.
33827	26782-154	Dec. 24	8 30 a.m.	C.N.R.	Charlevoix Station, 1st crossing east of station; St. Francois Street, Que.		2	Unprotected	Auto.
33827	26782-292	Dec. 4	8 30 p.m.	C.N.R.	Sorel Station, 1st crossing west; Sorel Sd., Mileage 44-4, Que.		2	Unprotected	Auto.
33850	26782-31	Dec. 9	6 35 p.m.	C.N.R.	Jonquière Station, 1st crossing north; Jonquière Sd., Mileage 21-9, Que.		2	Unprotected	Auto.
33816	26782-201	Dec. 12	3 20 p.m.	C.N.R.	Frenière, 2nd crossing north; Montfort Sd., Mileage 16-3, Que.	1		Unprotected	Truck.
33800	26782-121	Dec. 12	3 00 p.m.	C.N.R.	Warwick Station, 1st crossing east of; Que.		1	Unprotected	Pedestrian.
33750	9437-942	Dec. 4	5 30 p.m.	C.N.R.	Toronto, St. Charles Avenue, Hampton Sd., Mileage 1-59, Ont.		2	Ball and wig-wag.	Auto.
33827	26711-689	Dec. 16	2 58 p.m.	C.N.R.	Peterborough Station, Campbell Sd., Mileage 63-55, Ont.		1	Ball and wig-wag.	Auto.
33824	26711-689	Dec. 22	2 58 p.m.	C.N.R.	Cardinal Junction, 3 miles east; Cayuga Sd., Ont.		1	Ball and wig-wag.	Auto.
33892	26711-689	Dec. 30	9 40 p.m.	C.N.R.	Tarvisock, Main Street, Ont.		4	Unprotected	Auto.
33772	26711-153	Dec. 11	3 40 p.m.	C.N.R.	Guelph Junction, 2 miles north; Fergus Sd., Mileage 28-99, Ont.		1	Unprotected	Auto.
33832	26711-688	Dec. 30	11 12 p.m.	C.N.R.	Kenesha, 1st Street, Ont.		1	Unprotected	Auto.
33821	26711-688	Dec. 11	11 30 a.m.	C.N.R.	Bratton, ½ mile west; Norvion Sd., Mileage 23-50, Ont.		1	Unprotected	Auto.
33802	26711-508	Dec. 14	4 00 a.m.	C.N.R.	Algo, ½ mile west of; Caprol Road Crossing, Ont.		2	Unprotected	Auto.

Dec. 2	8 40 p.m.	C.N.R.	Albion Station, 1st crossing south; Newmarket Sd., Mileage 62, Ont.
25711-157	5 50 p.m.	C.N.R.	Chatham, London, 1st crossing, 13.8, Ont.
33767	12 57 p.m.	C.N.R.	Kashkoon Sd., Mileage 13.8, Ont.
33813	12 57 p.m.	C.N.R.	Peterburg, east of 1st old St., Mileage 27-68, Ont.
33828	12 57 p.m.	C.N.R.	Carrier Sd., Mileage 52.2, Ont.
26711-691	10 15 p.m.	C.P.R.	Belmont, east of station; St. Thomas Sd., Mileage 34.7, Ont.
33863	37640-307	C.P.R.	Belmont, Thames Street; Orangeville Sd., Mileage 7.4, Ont.
33768	26727-377	C.P.R.	Ingersoll, Thames Street; St. Thomas Sd., Mileage 8.9, Ont.
33771	26727-300	C.P.R.	Windsor, Howard Avenue, Ont.
26727-300	7 40 p.m.	C.P.R.	Kitchener, Kent Avenue, Ont.
33776	26727-45	E.T.R.	Hamilton, Wentworth Street, South, Ont.
33836	6 50 p.m.	G.R.R.	Swift Current, 1st crossing south; Vanguard Sd., Mileage 1.14, Sask.
33823	36705-1	T.H. & B.	Belleplaine Station, 1st crossing west of; Indian Head Sd., Mileage 117.5, Sask.
33744	14950	C.P.R.	Edmonton, 102 Avenue, Alta.
26801-129	3 45 p.m.	C.N.R.	Wetaskiwin Sd., Mileage 72.3, Alta.
33798	26807-91	C.P.R.	Armstrong, Bridge Street; Okanagan Sd., Mileage 32-05, B.C.
33818	21705	C.N.R.	
72432	10 15 k.	C.P.R.	
33766	27073-118	C.P.R.	
			Totals.....
			102
			348

## STATEMENT No. 19.—Contributing factors involved in various classes of crossing accidents for year 1939

## MOTOR VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	87	54	101
Night hours.....	38	18	52
Total.....	125	72	153

## HORSE-DRAWN OR OTHER VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	7	3	8
Night hours.....	1		1
Total.....	8	3	9

## PEDESTRIANS STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	10	5	5
Night hours.....	4	3	1
Total.....	14	8	6

## MOTOR VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight hours.....	31	7	52
Night hours.....	49	12	96
Total.....	80	19	148

## HORSE-DRAWN OR OTHER VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight hours.....	1		1
Night hours.....	1		1
Total.....	2		2

## ACCIDENTS IN WHICH RAILWAY TRACK CARS INVOLVED

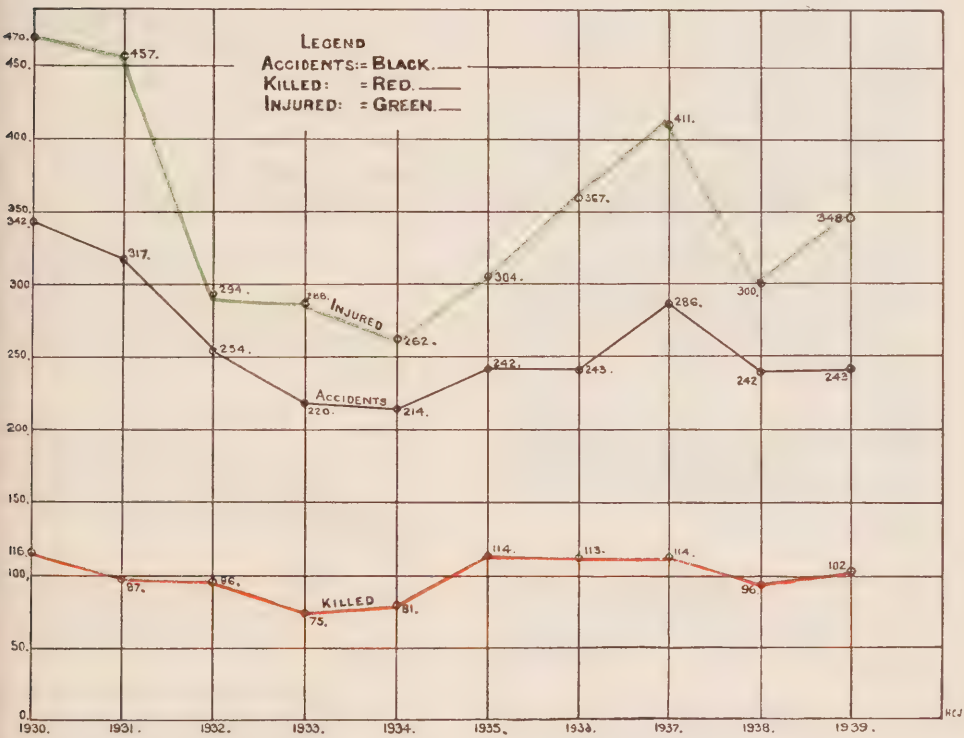
	Accidents	Killed	Injured
Daylight hours.....	13		29
Night hours.....	1		1
Total.....	14		30

## TOTAL NUMBER OF ACCIDENTS

	Accidents	Killed	Injured
Daylight hours.....	149	69	196
Night hours.....	94	33	152
Grand Total.....	243	102	348

Number of accidents which occurred at crossings protected by Gates.....	7
Number of accidents which occurred at crossings protected by Bell.....	6
Number of accidents which occurred at crossings protected by Bell and Wig wag..	34
Number of accidents which occurred at crossings protected by Watchman.....	5
Number of crossings which occurred at crossings unprotected.....	191
Total.....	243

STATEMENT No. 20.—Graphic Chart showing number of accidents; number killed, and number injured at Highway Crossings, at grade







## STATEMENT No. 21.—Number of freight cars inspected, showing cars defective for the year ended December 31, 1939

Railway	Cars Inspected	Cars Defective
Canadian National.....	43,306	1,816
Canadian Pacific.....	32,286	1,386
Algoma Central and Hudson Bay.....	175	4
British Columbia Electric.....	380	15
Dominion Atlantic.....	75	3
Esquimalt and Nanaimo.....	685	80
Great Northern.....	270	.....
Michigan Central.....	655	11
Northern Alberta.....	75	2
Pere Marquette.....	160	4
Sydney and Louisburg.....	200	.....
Toronto, Hamilton and Buffalo.....	150	1
Totals.....	78,417	3,322

## STATEMENT No. 22.—Defective safety appliances on freight cars reported by the Board's inspectors for the year ended December 31, 1939

## COUPLER AND PARTS, including:

Broken or worn coupler.  
Guard arm short.  
Knuckle broken, worn or missing.  
Knuckle pin broken, worn, bent, or missing.  
Lock block broken, worn, bent, missing, or inoperative.

(Defects 207)

## HEIGHT OF COUPLERS, including:

Coupler too high.  
Coupler too low.  
Coupler tie straps loose or missing.  
Carrier irons worn, loose or broken.  
Carrier nuts and bolts broken or missing.

(Defects 882)

## TRUCK AND SPRING DEFECTS, including:

Body or truck frictions broken, loose or missing.  
Centre castings worn, broken or loose.  
Truck springs broken or missing.

(Defects 132)

## UNCOUPLING MECHANISM, including:

Uncoupling levers broken, bent or loose.  
Uncoupling lever incorrectly applied.  
Uncoupling links broken, loose or missing.  
Uncoupling link kinked and not operative.  
Uncoupling lever brackets broken, bent or loose.  
Uncoupling levers non standard.

(Defects 227)

## HANDHOLDS, including:

Handholds broken, bent, loose or missing.  
Handholds incorrectly applied.

(Defects 199)

## SILL STEPS, including:

Sill steps broken, bent, loose or missing.  
Sill steps incorrectly applied.

(Defects 170)

## LADDERS, including:

Ladders bent, loose or missing.  
Ladders incorrectly applied.  
Ladder round broken, bent, loose or missing.

(Defects 86)

## RUNNING BOARDS, including:

Running boards broken, loose or missing.  
Running boards incorrectly applied.  
Running boards with non-standard end clearance.  
Broken or loose end or side fascia boards.  
Holes in decking of flat and open-top cars.

(Defects 341)

## HANDBRAKES, including:

Defective brakemast, pawls, dogs, ratchet wheels, brake chains and rods, brake pulley wheels, brake wheels or levers.  
Non-standard clearance brakemast wheels, including load fouling brakemast wheel.

(Defects 603)

## AIR BRAKES, including:

Cylinders and triple valve not cleaned within A.R.A. limit of cleaning.  
Cylinder and triple valve not stencilled with date of cleaning.  
Brakes cut out.

(Defects 675)

## ALL AIR BRAKE DEFECTS, including:

Triple valve defective.  
Reservoir defective.  
Cylinder defective.  
Cut-out cock defective.  
Release cock defective.  
Release rod defective.  
Angle cock defective.  
Train pipe defective or loose.  
Train pipe clamps missing.  
Hose defective.  
Hose gasket defective.  
Retaining valve defective or missing.  
Retaining pipe defective or missing.

(Defects 184)

## SIDE DOORS, etc., including:

Side doors loose and protruding from side of cars.  
Miscellaneous.

(Defects 60)

Total Defects..... 3,766

## STATEMENT No. 23.—Number of locomotives inspected, and number of defects on railways, for the year ended December 31, 1939

Classification	Total Defects
Air compressors.....	1
Blow-off cocks.....	34
Boiler checks.....	1
Brake equipment.....	9
Cab cards.....	1
Coupling or uncoupling devices.....	85
Crossheads, guides, pistons or piston rods.....	18
Draft gear.....	15
Draw gear.....	7
Driving boxes, shoes, wedges or pedestals.....	7
Frames, tail pieces, or braces, locomotive.....	1
Gauges or gauge fittings, air.....	3
Gauges, steam.....	15
Gauge cocks.....	23
Handholds.....	56
Injectors and connections.....	24
Inspections or tests not made as required.....	3
Lateral motion.....	24
Lights, cab or classification.....	4
Packing nuts.....	1
Pilot or pilot beams.....	14
Plugs or studs.....	1
Reversing gear.....	1
Rods, main and side, crank pins or collars.....	2
Sanders.....	5
Springs or spring rigging.....	15
Staybolts.....	1
Steam pipes.....	1
Steam valve.....	2
Steps.....	30
Tender.....	5
Telltale holes.....	7
Throttle or dry pipes.....	2
Trucks, engine.....	2
Trucks, tender.....	3
Washout plugs.....	1
Water glass, fittings or shields.....	34
Wheels.....	20
Miscellaneous.....	15
Fire protective appliances.....	78
Total Defects.....	571

	Locomotives Inspected
Canadian National.....	4,415
Canadian Pacific.....	2,835
Miscellaneous Railways.....	688
Total.....	7,938

STATEMENT No. 24.—Summary of reports on fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1939

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	6	30	5	5	5	.....	1	1	1	54
Locomotive, Class B fires.....	4	12	8	8	7	.....	8	.....	1	48
Locomotive, Class C fires.....	1	3	1	1	3	.....	1	.....	.....	10
Employees, Class A fires.....	.....	3	2	1	2	.....	.....	.....	.....	8
Employees, Class B fires.....	2	10	7	6	12	.....	4	.....	.....	41
Employees, Class C fires.....	2	6	.....	.....	1	.....	.....	.....	.....	10
Total, Class A fires.....	6	33	7	6	17	.....	1	.....	.....	62
Total, Class B fires.....	6	22	15	14	19	.....	12	1	1	89
Total, Class C fires.....	3	9	1	1	4	.....	1	.....	.....	20
Total, all railway fires.....	15	64	23	21	30	1	14	1	2	171
<i>Areas burned (acres):—</i>										
Young forest growth.....	11	846	48	11	26	.....	3	.....	4	949
Merchantable timber.....	.....	25	.....	.....	.....	.....	3	.....	.....	28
Slashing or old burn.....	1	351	1	38	15	.....	.....	.....	.....	406
Other classes of land.....	68	753	18	9	166	25	46	.....	.....	1,085
Total.....	80	1,975	67	58	207	25	52	.....	4	2,468
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 8	\$ 1,869	\$ 7	\$ 6	\$ 58	.....	8	.....	\$	1,956
Standing timber.....	.....	13	.....	.....	.....	.....	6	.....	.....	19
Forest products.....	.....	32	18	.....	.....	.....	.....	.....	.....	50
Other property.....	.....	30	85	1	20	.....	50	.....	.....	186
Total.....	\$ 8	\$ 1,944	110	7	78	.....	64	.....	.....	2,211



STATEMENT No. 24.—Summary of reports on fires in forest sections originating within 300 feet of track long railway lines under the jurisdiction of the Board, season of 1939—*Concluded*

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region) (c)	Canadian National (Central Region) (d)	Canadian National (Western Region) (e)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways (f)	Totals
<i>Known Causes other than Railway—</i>										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.....	3	7	1	2	.....	2	3	1	.....	19
Campers and travellers, Class B fires.....	3	7	.....	10	.....	.....	.....	.....	.....	27
Campers and travellers, Class C fires.....	1	1	.....	.....	.....	.....	1	.....	1	3
Settlers, Class A fires.....	.....	4	1	1	3	.....	4	.....	1	14
Settlers, Class B fires.....	.....	.....	.....	.....	2	.....	5	.....	.....	7
Settlers, Class C fires.....	1	4	.....	.....	1	.....	1	.....	.....	8
Other known causes, Class A fires.....	.....	.....	.....	.....	6	.....	.....	.....	.....	6
Other known causes, Class B fires.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Other known causes, Class C fires.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total, Class A.....	4	11	1	2	1	2	4	1	.....	26
Total, Class B.....	3	11	1	12	16	.....	5	.....	.....	49
Total, Class C.....	1	1	.....	1	3	.....	5	.....	1	12
Total.....	8	23	2	15	20	2	14	1	2	87
<i>Areas burned (acres)—</i>										
Young forest growth.....	2	62	.....	25	14	.....	.....	.....	.....	103
Merchandise timber.....	.....	.....	.....	.....	9	.....	.....	.....	.....	10
Slashing or old burn.....	.....	106	4	6	36	.....	.....	.....	17	169
Other classes of land.....	23	26	.....	11	62	.....	338	.....	.....	480
Total.....	25	194	4	43	121	.....	338	.....	17	742
<i>Value of property destroyed—</i>										
Young forest growth.....	.....	281	.....	.....	8	.....	.....	.....	.....	337
Settling timber.....	.....	.....	.....	.....	5	.....	.....	.....	15	50
Forest property.....	6	108	8	.....	.....	.....	500	.....	.....	600
Other property.....	.....	.....	.....	.....	90	.....	.....	.....	.....	712
Total.....	8	449	8	13	108	.....	500	.....	15	1,159

## Fires of Unknown Origin—

Number—

Class A.....	4	2	3	3	4	1	20
Class B.....	6	1	4	2	2	7	22
Class C.....	2	1	1	1	2	6	6
Total.....	12	4	8	5	12	6	48
<i>Areas burned (acres)—</i>							
Young forest growth.....	129		22		1,425		1,576
Merchantable timber.....					255		255
Slashings or old burn.....			1		403	3	407
Other classes of land.....	35	16	4	6	67	4	132
Total.....	164	16	27	6	2,150	7	2,370
<i>Value of Property destroyed—</i>							
Young forest growth.....							
Standing timber.....	\$ 100				\$ 417		\$ 517
Forest products.....					84		84
Other property.....	82				10,475		10,475
Total.....	\$ 182			21	2,003		2,106
				21	12,979		13,182

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes the following lines: Maritime Coal, Railway &amp; Power Company, Nipissing Central, Temiscouata, and White Pass and Yukon.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT No. 25.—Summary of fires of railway origin in forest sections, classified by causes, season of 1939

Cause of Fire	Number of Fires			Forest Land Burned			Non-forest land burned		Damage to Forest Products	Damage to Other Property	Grand Totals					
	Class		Total	Per cent	Acres	Per cent	Acres	Per cent								
	A	B									C					
Locomotive.....	54	48	10	65.50	137	9.91	48	2.43	326	30.05	18	36	463	18.76	102	4.61
Employee.....	8	41	10	34.50	1,246	90.09	1,927	97.57	759	69.95	32	150	2,605	81.24	2,109	95.39
Total.....	62	89	20	100.00	1,383	100.00	1,975	100.00	1,085	100.00	50	186	2,465	100.00	2,211	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT No. 26—Summary of reports of fires in forest sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, season of 1939; showing by provinces the number of fires, areas burned and value of property destroyed, by classified causes.

Province	Fires of Railway Origin					Known Causes other than Railway					Fires of Unknown Origin				
	Forested Mileage	Per cent for Prov.	No. of Fires	Per cent for Prov.	Value	Per cent for Prov.	No. of Fires	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	No. of Fires	Per cent for Prov.	Value
Nova Scotia.....	934	6.69	11	6.43	102	4.13	5	0.23	2	2.30	15	2.02	15	1.29	\$ 20
New Brunswick.....	1,113	7.98	15	8.77	18	0.73	101	4.57	1	1.15	4	0.54	8	0.69	109
Quebec.....	1,854	13.29	13	7.60	46	1.86	14	0.63	11	12.65	50	6.74	5	0.43	110
Ontario.....	4,544	32.58	30	17.55	79	3.20	25	1.13	18	20.68	26	3.50	16	1.38	428
Manitoba.....	618	4.43	4	2.34	53	2.15	1	0.05	9	10.34	70	9.43	156	13.46	618
Saskatchewan.....	385	2.76	2	1.17	700	28.36	15	0.68	1	1.15	6	0.81	.....	.....	.....
Alberta.....	1,253	8.99	21	12.28	162	6.57	67	3.03	20	22.99	356	47.98	506	43.66	12,255
British Columbia.....	3,189	22.86	73	42.69	1,304	52.84	1,983	89.68	25	28.74	215	28.98	453	39.09	573
Yukon Territory.....	58	0.42	2	1.17	4	0.16	.....	.....	.....	.....	.....	.....	2	0.65	2,439
Total.....	13,948	100.00	171	100.00	2,468	100.00	2,211	100.00	87	100.00	742	100.00	1,159	100.00	16,552
															100.00

Respectfully submitted,

C. C. STIBBARD,  
*Director of Operation.*





Telephone Agreements, Sec. 375.....	10	4	11	23	10	12	14	7	3	9	11	7	121
Fencing of Right-of-Way, Sec. 374.....	3	2	1	10	6	3	.....	.....	3	.....	1	.....	29
Bridges, Secs. 249-251.....	6	14	4	2	2	3	6	2	1	5	6	3	54
Tunnels, Subways, Secs. 249-251.....	5	4	3	2	1	3	7	2	1	6	1	1	35
Opening of Railway, Secs. 276-277.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Train Service.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Whistling by Locomotives, Sec. 308.....	1	3	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
Accommodation for Traffic, Sec. 312.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
Provisions for Carriage, Sec. 312.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
Clearances, Secs. 344-348.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Dangerous Commodities, Secs. 349-350.....	1	2	3	5	.....	.....	.....	.....	.....	.....	.....	.....	29
By-laws re Tolls, Sec. 323.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Equality in Tolls, Secs. 314-321.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Adjustment in Rates.....	.....	1	1	1	4	1	5	4	1	.....	.....	.....	1
Freight Classification, Sec. 322.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
Filing of Tariffs.....	1	2	3	21	8	4	7	1	2	3	1	.....	3
Disallowance of Tariffs, Sec. 325.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
Standard Freight Tariffs, Sec. 330.....	.....	.....	.....	3	2	1	.....	.....	.....	.....	.....	.....	6
Special Freight Tariffs, Sec. 331.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Standard Passenger Tariffs, Sec. 334.....	1	1	.....	3	2	1	.....	.....	.....	.....	.....	.....	5
Special Passenger Tariffs, Sec. 335.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	9
Express Tolls, Secs. 360-366.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Carriage by Express, Sec. 364.....	3	8	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Telephone Tolls.....	2	.....	.....	.....	10	6	7	5	11	4	4	11	77
Statistics and Returns.....	.....	.....	.....	2	.....	1	.....	.....	2	.....	.....	.....	2
Claims and Refunds.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Enquiries.....	4	3	2	4	2	.....	.....	.....	.....	.....	.....	.....	25
Requests.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	5
Complaints.....	10	13	13	16	9	11	11	10	9	14	14	12	142
Miscellaneous.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Stations, Freight Sheds, etc., destroyed by fire.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Railway Grade Crossing Fund.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Gasoline Tanks.....	7	3	9	12	13	6	12	11	6	7	7	7	100
Agreed Charges, Secs. 35-39.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Licences. Air Transport, Sec. 13.....	41	12	11	11	6	4	3	.....	6	3	1	.....	105
Tariffs. Air Transport, Sec. 21.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Licences. Water Transport, Sec. 10.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
Standard Tariffs. Water Transport, Sec. 21.....	1	1	11	17	1	1	1	.....	1	.....	.....	.....	21
Exemption. Sec. 12.....	.....	.....	2	15	4	1	.....	.....	.....	.....	.....	.....	7
Disallowance of Tariffs. Sec. 26, W. T.....	.....	.....	.....	2	2	.....	.....	.....	2	.....	.....	.....	2
Totals.....	175	181	174	220	164	162	154	157	147	184	168	139	2,025

\* Total accident reports received in the Operating Department.

## APPENDIX "E"

## RECORDS BRANCH

LIST of cases appealed to the Supreme Court of Canada from February 1, 1904, to December 31, 1939

File No.	Subject	Decision
613	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX Ave. Jurisdiction.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Undercrossing at point near Beaverton, Ont., Twp. of Thorah, Ont. ....	Dismissed.
1492	James Bay Ry. Co. vs. G.T.R. Co. Crossing Belt Line spur. Question of law.....	Dismissed.
283	Ottawa Elec. Ry. Co. and City of Ottawa, Ont. vs. Canada Atlantic Ry. Co. Bank Street Subway, Ottawa, Ont. Question of law.....	Dismissed.
1621	Toronto Ry. Co. <i>re</i> High level bridge over Don Improvement and tracks of G.T.R. Co. and C.P.R. Co., Toronto, Ont. Question of jurisdiction.	Dismissed.
589	Toronto Union Station, A. R. Williams, Expropriation. Jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W.E. & L.S.R. Ry. Co. Crossing Twp. of Sandwich, Ont. Question of law.....	Dismissed.
C. 1309	Robinson vs. G.T.R. Ry. Co. Two-cent rate. Question of law.....	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. Branch line, London, Ont. Jurisdiction.....	Dismissed.
1197	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg, Man. Jurisdiction.....	Dismissed.
9527	Montreal Street Ry. Co., <i>re</i> rates, Mount Royal Ward. Jurisdiction.....	Allowed.
C. 1419	Ontario Department of Agriculture vs. G.T.R. Co., <i>re</i> station at Vineland, Ont. Jurisdiction.....	Dismissed.
C. 3322	Toronto Viaduct, C.P.R. Co. Question of law.....	Dismissed.
C. 4897	Fencing and cattle guards, Order 7473. Appeal of C.N.R. Co. Jurisdiction.	Allowed.
C. 4492	City of Toronto, Ont., vs. G.T.R. Co. and C.P.R. Co. Commutation rates. Question of law.....	Withdrawn.
C. 3378	City of Ottawa, Ont., vs. G.T.R. Co. and C.P.R. Co. Richmond Road Viaduct. Jurisdiction.....	Dismissed.
C. 3515	G.T.R. Co. and C.N.O. Ry. Co., <i>re</i> spur in Scarboro Twp., Ont. Jurisdiction.....	Dismissed.
13079	G.T.R. Co. vs. British American Oil Co., <i>re</i> oil rates. Question of law....	Dismissed.
C. 3269	G.T.P.R. Co. vs. City of Fort William, Ont., <i>re</i> location. Jurisdiction.....	Dismissed.
1319	N. St. C. & T. Ry. Co. vs. Davy. Jurisdiction.....	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P.R. Co. and the Clover Bar Sand & Gravel Co. Jurisdiction.....	Dismissed.
18580	Regina Rates Case. Question of law.....	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell, Saskatoon, Sask. Jurisdiction.....	Dismissed.
17993	C.P.R. Co. vs. British American Oil Companies. Jurisdiction.....	Dismissed.
C. 3269	G.T.R. Co. and C.P.R. Co. vs. Canadian Oil Companies. Jurisdiction....	Dismissed.
15530	B.C. Elec. Ry. Co., V.V. & E. Ry. Co. vs. City of Vancouver, B.C. Jurisdiction.....	Dismissed.
15530-1	N. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Jurisdiction.....	Allowed.
20062	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.....	Dismissed.
27095	G.T.R. Co. vs. City of Edmonton, Alta. Question of law.....	Dismissed.
1487	Montreal Tramways and M.P. & I. Ry. Co., vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Jurisdiction.....	Allowed.
18578	City of Hamilton, Ont. vs. T.H. & B. Ry. Co. Jurisdiction.....	Allowed.
19435	G.T.R. Co. vs. Hepworth Silken Pressed Brick Co. Question of law.....	Dismissed.
14329-9	Toronto Ry. Co. and City of Toronto, Ont. vs. C.P.R. Co. Law and Jurisdiction.....	Dismissed.
23009	City of Edmonton, Alta. vs. E.D. & B.C. Ry. Co. Question of law.....	Dismissed.
21428	Ingersoll Tel. Co. <i>et al</i> vs. B. T. Co. Question of law.....	Dismissed.
10221-70	G.T.R. Co. vs. Bourassa of Laprairie, Que. Law and Jurisdiction.....	Withdrawn.
9437-153	C.N.W. Telegraph Co. <i>re</i> General Order 162. Question of law.....	Abandoned.
C. 3935	Government of Manitoba and J. B. Ashdown Hardware Co. <i>re</i> 15% increase in rates. Jurisdiction.....	Abandoned.
16171	C.P.R. Co. vs. Department of Public Works for Ontario. Crossing Twp. of Kirkpatrick. Question of law.....	Withdrawn.
27524	E. & N. Ry. Co., Victoria Harbour Bridge. Jurisdiction.....	Abandoned.
13622	Municipality of Burnaby, B.C. vs. B.C. Elec. Ry. Co. Commutation rates. Jurisdiction.....	Abandoned.
27840	City of Toronto vs. Toronto Terminal Ry. Co., <i>re</i> pipes under Bay, Scott, and Yonge Streets., Toronto, Ont. Question of law.....	Dismissed.
26981	Wagenast, <i>re</i> Brampton Commutation rates. Question of law.....	Dismissed.
11118	Ottawa Elec. Ry. Co., <i>re</i> rates. Jurisdiction.....	Allowed.
28439	C.P.R. Co. overhead crossing, lots 6 and 7, Con. 1, Eston Township, Ont....	Allowed.
28950	V.V. & E. Ry. & N. Co. vs. Vancouver Harbour Commissioners and C.N. Rys., <i>re</i> Order 31647. Jurisdiction.....	Dismissed.
C. 3378	Luscar Collieries Ltd., vs. N. S. McDonald and C.N. Rys. Jurisdiction...	Dismissed.
C. 2987		
28140		
30381		
31351-1		

List of cases appealed to the Supreme Court of Canada from February 1, 1904, to December 31, 1939—*Concluded*

File No.	Subject	Decision
32812-1	Governments of Alberta, Saskatchewan and Manitoba <i>re</i> Crows Nest Pass Rates.....	Allowed.
34285	C.N.R. Co. <i>re</i> through rates via St. John and Ste. Rosalie Gateways. Appeal allowed <i>re</i> movements through St. John, and dismissed in respect of movements through Ste. Rosalie.....	Allowed (partly).
24822	Toronto Transportation Commission, <i>re</i> bridge over C.N.R. tracks at Main St., Toronto, Ont.....	Dismissed.
4000-3	Montreal Tramways Co. against Order 42501, as amended by Order 42773. Jurisdiction.....	Dismissed.
16645-73	C.N. Rys. <i>re</i> opening for traffic portion of its line, Willingdon to Strathcona, Alta. Law and jurisdiction.....	Dismissed.
6713-213	B.C. Elec. Co. from Order 42808. Jurisdiction.....	Dismissed.
34123-74	Government of Alberta <i>re</i> tariffs on grain and flour to Fort William, Westport and Armstrong, and to Vancouver. Question of law.....	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B. T. Co., Montreal Tramways Co. and Montreal Tramways Commission, <i>re</i> Subway at D'Argenson St., Montreal, Que. Question of law.....	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B. T. Co., Montreal Tramways Co. and Montreal Tramways Commission, <i>re</i> St. Antoine St. Subway, Montreal, Que. Question of law.....	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, B. T. Co. and City of Montreal, <i>re</i> proposed line between Longue Pointe and Eastern Junction, Que. C.N. Rys. Question of law and jurisdiction.....	Dismissed.
32453-11	B.T. Co. <i>re</i> St. Clair Ave. Subway, Toronto, Ont. Law and jurisdiction.....	Dismissed.
20161	B.T. Co. <i>re</i> grade separation, Hamilton, Ont. Law and jurisdiction.....	Dismissed.
C. 4704	Canadian Electrical Ass'n and Ontario Hydro Elec. Comm. <i>re</i> rules for wires along and across railways. Law and jurisdiction.....	Dismissed.
27929-40	P.M. Ry. Co. and Lake Erie & Detroit River Ry. Co. From Order 48736. Jurisdiction.....	Allowed.
37756	City of Toronto, Ont. <i>re</i> Eglinton Ave. Bridge in Village of Forest Hill, Ont. Jurisdiction.....	Allowed.
26782-21	Quebec Ry. L. & P. Co. <i>re</i> Charlesbourg Road Subway. Law and jurisdiction.....	Dismissed.
35594	City of Windsor, Ont. <i>re</i> Bridge over C.N. Rys. on Sandwich St., Walkerville, Ont. Jurisdiction.....	Dismissed.
38702	C.P.R. Co. vs. C.N. Rys. against Order 50139, <i>re</i> agreement dated Jan. 29th, 1929. Question of law.....	Dismissed.
38856	Elizabeth Berg and Penn Coals Ltd. <i>re</i> compensation in respect of coal mines and minerals in and under right-of-way of Northern Alberta Railways Co.....	Dismissed.
17716	City of Montreal, P.Q. <i>re</i> removal by C.P.R. Co. of structures and works erected at certain streets of Montreal along proposed branch line through Prefontaine, Maisonneuve and Mercier Wards, and never completed. Question of law.....	Dismissed.
588-59	City of Toronto, Ont., <i>re</i> subway structures at Carlaw and Gerrard streets. Jurisdiction.....	Dismissed.
34822-40	Provinces of Nova Scotia, New Brunswick and Prince Edward Island, the Transportation Comm. of the Maritime B. of T., the Halifax B. of T., the St. John B. of T., the Perth County B. of T., the Victoria County B. of T., Associated Shippers of N.B., the P.E.I. Potato Growers' Ass'n, Porter Bros. Ltd., and Austin Scales, <i>re</i> rates on potatoes. Law and jurisdiction.....	Dismissed.
9437-319-46	C.N. Rys. vs. M.L.H. & P. Consolidated and the B.T. Co., <i>re</i> Montreal Terminals. Question of law.....	Dismissed.
37615	B.T. Co. and C.N. Rys. vs. Corp. of the Town of New Toronto and the Corp. of the Township of Etobicoke, Ont., <i>re</i> subway at Eighteenth St., New Toronto. Law and jurisdiction.....	Dismissed.
26765-152	The Consumers' Gas Co. of Toronto and B.T. Co. vs. C.N. Rys., City of Toronto and Township of Scarborough, Ont., <i>re</i> Victoria Park Avenue Subway. Law and jurisdiction.....	Dismissed.

## SUMMARY

Dismissed.....	52
Allowed.....	13
Abandoned.....	4
Withdrawn.....	3
Pending.....	0
Total.....	72



## RECORDS BRANCH

List of appeals to the Governor in Council, February 1, 1904,  
to December 31, 1939

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing C.P.R., Tweed, Ont.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossings.....	Dismissed.
12992	Maniwaki Branch, C.P.R. train service from Ottawa, Ont.....	Referred back.
2030	Tariffs of certain Yukon railways.....	Dismissed.
17716	C.P.R. Co. Longue Pointe Spur, Maisonneuve, P.Q.....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.....	Referred back.
3452-30	J. T. Rochester vs. G.T.P.R. Co., re Cameron Bay.....	Dismissed.
12912	Park Avenue Subway, Saint Louis, P.Q.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R. Co.....	Abandoned.
C. 3322	Toronto Viaduct.....	Dismissed.
12021-70	North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Ass'n, re lumber rates.....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. re station at Prince George, B.C.....	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, P.Q. Highway Crossing.....	Dismissed.
22681-25	City of Montreal, P.Q. vs. C.N.R. Co. Siding across Stadacona and Marlboro Streets, Montreal, P.Q.....	Abandoned.
21418	City of Prince George, B.C. re location of G.T.P.R. Co. station between Oak and Ash Streets.....	Dismissed.
26169	C.P.R. & C.N.R. Cos. re Interswitching at Eastern Public Cattle Market, Montreal, P.Q.....	Abandoned.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont.....	Dismissed.
17040	C.P.R. Co. re Lambton to Weston Spur (Second Appeal).....	Referred back.
27693	City of Hamilton, Ont. vs. G.T.R. Co. re passenger service on Northern and N.W. Bch. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg Board of Trade re 15% increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, P.Q. re increase in rates on M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont., re Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers, re classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, P.Q. re increase in Bell Tel. Co's rates.....	Dismissed.
30434	City of Windsor, Ont. against Order 30028, re C.P.R. freight shed across Caron Avenue, Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont., re General Increase in Freight Rates.....	Referred back.
C. 955	City of Toronto, Ont., re increase in rates of the Bell Tel. Co.....	Referred back.
23092-2	C.N.Q. Ry. Co., re crossing Pointe aux Trembles Railway at Pointe aux Trembles, P.Q.....	Referred back.
30380	City of Toronto, Ont., re Express rates.....	Dismissed.
30380-13	National Dairy Council of Canada, re 20% increase in cream rates.....	Referred back.
17112-27	Dominion Millers' Ass'n, re Flour arbitraries over wheat for export.....	Dismissed.
29040-2	National Dairy Council of Canada, re Express classification of ice cream.....	Dismissed.
30686-2	Provinces of Alberta and British Columbia, re Railway Tolls.....	Referred back.
30380-13	National Dairy Council of Canada, re 20% increase in cream rates.....	Allowed.
3023-16	N. St. C. & T. Ry. Co., re location of its line on Oak and Merritt Streets, Merritt, Ont.....	Withdrawn.
C. 955-71	The Government and Attorney General of Ontario, the Cities of Montreal, Toronto, Hamilton, Ottawa and Brantford, and the Union of Canadian Municipalities, from Order 38777, re telephone rates.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba, re Crows Nest Pass Rates.....	Allowed.
9754-22	Canadian Shippers' Traffic Bureau, re claim against G.T.R. Co. in matter of freight overcharges.....	Dismissed.
30686-2	Governments of Alberta and Saskatchewan re rates on grain and flour to the Pacific Coast for export.....	Referred back.
34123	United Farmers of B.C., Fraser Valley District Council, re freight rates on grain and grain products over C.P.R. and C.N. Rys.....	Dismissed.
490-3	Consumers Glass Co. Ltd., Montreal, P.Q., re freight rates on glass bottles and jars.....	Dismissed.
38316	Lakeside Milling Co. Ltd., Toronto, Ont., on behalf of itself and all other inland millers in Ontario, re tariffs on grain and grain products.....	Abandoned.
36800-1	Employees of Michigan Central Ry. Co. (N.Y.C. RR. Co.) at Montrose, Ont., and others, re alleged abandonment of the Montrose yards.....	Dismissed.
38625	Parish of Notre Dame du Bon Conseil, P.Q. vs. C.N. Rys. re crossing at Mitchell Station.....	Pending.

List of appeals to the Governor in Council, February 1, 1904,  
to December 31, 1939—*Concluded*

File No.	Subject	Decision
39310-9	Town of Nicolet, P.Q. and His Worship Mayor H. N. Biron of Nicolet, <i>re</i> abandonment of operation of that portion of the Nicolet Subdivision of the C.N. Rys. between St. Leonard Jct. and Nicolet, P.Q.	Pending.
24271-1	Province of B.C., the Fraser Valley Surrey Farmers' Co-Operative Ass'n. and District "E" Farmers' Institute of B.C., <i>re</i> reduction in freight rates on feed grain and mill feeds.	Dismissed.
39309-3	Province of New Brunswick, <i>re</i> abandonment of portion of N.B. Southern Ry. (C.P.R. Co.) known as Shore Line Subdivision, between Shore Line Jct. and Bonny River.	Dismissed.
26901-62-3	Chisholm Saw Mills Ltd. and The Edmonton Box and Shook Co., Edmonton, Alta., <i>re</i> rates on lumber and forest products from North Central points in Alberta to Toronto, Ont.	Dismissed.

## SUMMARY

Dismissed.....	27
Allowed.....	3
Referred back.....	11
Withdrawn.....	2
Abandoned.....	5
Pending.....	2
Total.....	50

List of references by the Board for the opinion of the Supreme Court of Canada,  
February 1, 1904, to December 31, 1939

Location of Section of branch line of C.P.R. Co. from Sudbury to Kleinburg, Ont.	36
S.C.R. 42.	
B.T.C. File No. 590.	
B.C. Elec. Ry. Co., <i>re</i> application of increased rates.....	not reported.
B.T.C. File No. 21404-6.	
Application C.P.R. Co. <i>re</i> highway crossing at Angliers, P.Q.....	46 C.R.C. 401.
B.T.C. File No. 38839.	
Absorption of wharfage and other charges at Vancouver and Victoria,	
B.C.....	38 C.R.C. 124.
B.T.C. Files Nos. 33564-1 and 33564-5.	
<i>Re</i> Maritime Freight Rates Act, .....	41 C.R.C. 66.
<i>Re</i> Contributions from the Railway Grade Crossing Fund in the case of highway diver-	
sions, whereby rail level crossings which are not eliminated are relieved from a	
substantial volume of traffic.....	40 C.R.C. 110.
B.T.C. File No. 26807-85-1.	

## APPENDIX "F"

## GENERAL ORDER No. 581

*In the matter of regulations with respect to "Agreed Charges" under Part V of  
The Transport Act, 1938.*

File No. 40994

SATURDAY, the 21st day of January, A.D. 1939.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

In pursuance of the powers conferred under the provisions of The Transport Act, 1938, and of all other powers possessed by the Board in that behalf,—

*It is ordered:* That the Regulations attached hereto be, and they are hereby, prescribed, and shall be observed, with respect to "Agreed Charges" under Part V of The Transport Act, 1938.

H. GUTHRIE,  
*Chief Commissioner.*

REGULATIONS OF THE BOARD OF TRANSPORT COMMISSIONERS  
FOR CANADA WITH RESPECT TO "AGREED CHARGES,"  
PART V OF THE TRANSPORT ACT, 1938

1. Agreements shall be of uniform size, viz., eight (8) inches wide by eleven (11) inches long. They may be printed or mimeographed on paper of good quality.
2. Agreements shall be submitted for approval in triplicate, one of which shall be an original or photostat copy thereof, and shall specify the charge or charges thereunder in cents per one hundred pounds, or such other unit as the Board may approve.
3. Agreements submitted for approval shall be accompanied by an application in duplicate, substantially in the form set forth in Appendix "A" hereto.
4. Applications for approval shall be submitted to the Board addressed to "Secretary, Board of Transport Commissioners for Canada, Ottawa, Canada," within seven days from the date of the agreement.
5. Notice of an application to the Board for approval of an agreed charge shall be published in the *Canada Gazette* in the form as set forth in Appendix "B" hereto, unless upon application to the Board variation therefrom is authorized, and shall be forwarded to the King's Printer, Ottawa, Canada, for such publication concurrently with the filing of an application with the Board. Copy of such notice, together with a copy of the agreement, shall be concurrently mailed to the parties listed in Appendix "C" hereof and such others as the Board may from time to time direct. Application for approval shall show the names and addresses of those to whom such notice was sent.
6. Every party desiring specific notice from the Board of date of hearing shall so notify the Board within twenty (20) days from publication of notice in the *Canada Gazette*.  
Notice of objection to an agreed charge shall be substantially in the form of Appendix "D" hereof, and shall be submitted to the Board and to the parties to the agreed charge within thirty days from the date of publication in the *Canada Gazette*.
7. Agreements, when approved, shall be published and posted in the same manner as required for freight tariffs. Such agreements, when published, shall specifically refer to the Order of the Board by which they were approved. This publication shall be a separate C.T.C. series, consecutively numbered, with prefix "C.T.C. (A.C.) . . .".

APPENDIX "A"

APPLICATION FOR APPROVAL OF AN AGREED CHARGE

To:

SECRETARY,

Board of Transport Commissioners for Canada,  
Ottawa, Canada.

Application is hereby made, under the provisions of Part V of the Transport Act, 1938, for approval of the attached agreement executed between

(name of carrier)  
and  
(name of shipper)



The object to be secured by the making of the said agreement cannot adequately be secured by the publication of special or competitive tariffs conforming to the provisions of the Railway Act or the Transport Act, 1938, for the following reasons:—

Applicants submit relevant data as attachment hereto which detail the factors upon which the agreement was based.

Applicants submit below, or as attachment hereto, a statement in general terms concerning the degree to which its net revenue may be affected by the carriage of the goods under the proposed agreed charge.

Applicants hereto attach copy of notice to the *Canada Gazette*, and certify that copies thereof have been mailed to:—

DATE OF APPLICATION.....

Applicant

.....

Address

APPENDIX "B"

NOTICE FOR CANADA GAZETTE

(Name of Carrier or Carriers)

(Date).....19....

Pursuant to Part V, Section 35, Subsection 2 of the Transport Act, 1938, notice is hereby given that the

(Insert name of carrier or carriers)

has, have applied to the Board of Transport Commissioners for Canada for approval of an agreed charge executed between the said carrier/s and

(Insert name of shipper)

for the transportation of the undermentioned commodity or commodities at rates and between points stated herein.

Commodity	From	To	Rate Per....
(Signed).....			
(Title).....			
(Carrier).....			
(Address).....			

## APPENDIX "C"

LIST OF INDIVIDUALS OR ORGANIZATIONS TO WHOM COPIES OF  
NOTICE (APPENDIX "B") AND COPIES OF AGREEMENTS  
SHALL BE MAILED

1. Brandon Board of Trade.
2. Calgary Board of Trade.
3. Canadian Industrial Traffic League, Toronto, Ont.
4. Canadian Lumbermen's Association, Ottawa, Ont.
5. Canadian Manufacturers' Association, Toronto, Ont.
6. Edmonton Board of Trade.
7. Halifax Board of Trade.
8. Hamilton Chamber of Commerce.
9. Montreal Board of Trade.
10. Moose Jaw Board of Trade.
11. Regina Board of Trade.
12. Saint John Board of Trade.
13. Saskatoon Board of Trade.
14. Toronto Board of Trade.
15. Transportation Commission of the Maritime Board of Trade, Moncton, N.B.
16. Vancouver Board of Trade.
17. Western Manufacturers' Association, 460 Main Street, Winnipeg, Man.
18. Winnipeg Board of Trade.
19. To such other companies or organizations known to be engaged in the same line of business, and whose business is located or operated in the same general territory in which the proposed agreed charge is to operate.

NOTE.—While it is desirable to afford as wide publicity as possible, it is not considered necessary to furnish copy of notice or copy of agreement to all those shown herein when the proposed agreed charge is of a local character. Applicants may use their discretion in respect thereto, subject to direction of the Board.

## APPENDIX "D"

FORM OF NOTICE OF OBJECTION TO A PROPOSED AGREED  
CHARGE

To:

SECRETARY,

Board of Transport Commissioners for Canada,  
Ottawa, Canada.

Pursuant to Section 35, Subsection 5 of the Transport Act, 1938, notice is hereby given that the undersigned is opposed to the approval of an agreed charge between.....and....., of which notice has been given as required by the Board of Transport Commissioners' regulations and the Transport Act, 1938.

The following is a statement of the grounds of the objection:—

.....  
.....  
.....

Copies of this notice have been served upon the parties to the agreed charge, and additional copies of this notice will be served upon those whom the Board may direct.

Date:

.....

.....  
Name.....  
Address

## GENERAL ORDER No. 582

*In the matter of the application of The Railway Association of Canada for an Order rescinding the General Order of the Board No. 52, dated 22nd November, 1909, concerning the weighing of bituminous coal shipped from the United States destined to points in Ontario.*

Case No. 3625.

WEDNESDAY, the 15th day of February, A.D. 1939.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon hearing the application at the sittings of the Board held at Toronto, November 23, 1938, in the presence of Counsel for and representatives of The Railway Association of Canada, Canadian Manufacturers' Association, the Canadian National National Railways, Canadian Pacific Railway Company, New York Central Railroad Company, Canadian Retail Coal Association, Inc., and Toronto Board of Trade, and what was alleged; and upon reading the further written submissions filed on behalf of the Canadian Manufacturers' Association, the Toronto Board of Trade, the Empire Coal Company, Limited, and John B. Mustard Coal Company—

*It is ordered:* That the said General Order No. 52, dated 22nd November, 1909, be, and it is hereby, amended as follows, namely:—

(1) By striking out paragraph 1 thereof and substituting therefor the following:—

“1. In the event of the consignee of any car or cars of bituminous coal, shipped from the United States for final delivery at a point in Ontario, desiring to have such car or cars weighed at the port of entry, he shall be at liberty to give a written notice to the local agent of the railway company receiving such car or cars at such port of entry for delivery or furtherance that he wishes to have any or all the cars weighed,—such notice to be given before the coal is received by such railway companies; and upon the receipt of such notice it shall be the duty of the company to weigh, at such port of entry, all cars covered by the notice.”

(2) By striking out paragraph 10 thereof and substituting therefor the following:—

“10. For the services required to be performed by the railway company under clauses 1, 8, and 9 hereof, the railway company may charge and collect from the consignee five cents for every ton of coal in the car, with a minimum of \$1.00 and a maximum of \$2.00 per carload; but no charge shall be made and no amount collected for such service if—

(a) in case of cars weighed under clause 1, the weight be more than 1% with a minimum of 500 pounds per car, less than the weight of the coal shown by the waybill to have been in the car at the time of shipment;

(b) in case of cars weighed under clauses 8 and 9, the weight of the coal be more than 1% with a minimum of 500 pounds per car, less than the weight ascertained by weighing under clause 1; or, the coal not having been weighed under clause 1, less than the weight of the coal shown by the waybill to have been in the car at time of shipment.”

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 583

*In the matter of regulations governing the construction and filing of freight tariffs for transportation by water.*

File No. 42082

FRIDAY, the 24th day of February, A.D. 1939.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

In pursuance of the powers expressly conferred under Part IV of The Transport Act, 1938, and of all other powers possessed by the Board in that behalf,—

*The Board orders as follows:—*

That the Regulations Governing the Construction and Filing of Freight Tariffs for Transportation by Water, attached hereto, be, and they are hereby, approved for the use of all carriers licensed to transport goods by water under the provisions of The Transport Act, 1938.

H. GUTHRIE,

*Chief Commissioner.*

*Regulations of the Board of Transport Commissioners for Canada Governing the Construction and Filing of Freight Tariffs for Transportation by Water.*

**1. Foreword:**

Water carriers subject to The Transport Act, 1938, are required to file tariffs immediately following the issuance of licences but, contrary to the possible understanding of some carriers, the Board will not prescribe initial (first) rates or charges for water transport carriers. The Act leaves such rates or charges to the discretion of the carriers. Thereafter, the Board may, upon complaint or upon its own initiative, require changes in rates or charges which it finds to be unlawful, or prescribe new rates or charges.

All initial tariffs filed will be deemed to comply with the law relative to filing, unless and until they are rejected by the Board with directions to file other tariffs in lieu thereof. In the event of such directions, the tariffs already filed shall be the effective tariffs until revised tariffs have been filed with the Board in accordance with its directions.

**2. Definitions:**

The following terms as used herein shall be construed to mean,—

Class Rates.—All rates subject to the classification.

Commodity Rates. All rates on specific commodities.

Joint Rates.—Rates extending over lines of two or more carriers made by arrangement or agreement under concurrence or power of attorney.

Joint Routes.—Routes extending over lines publishing joint rates.

Joint Tariffs.—Those containing "Joint Rates."

Publications.—Any tariff or supplement.

Tariffs and Supplements.—All rate publications, rules and regulations, distance tables, terminal charges and absorptions, or any publication whatsoever setting forth any charges made or absorbed by carriers.

Tolls.—Any charge made for services rendered.



3. *By-law Authorizing Officers to Issue Tariffs:*

The by-law or resolution required by Section 18 of The Transport Act, 1938, to be submitted to the Board for approval as a prerequisite to the charging of tolls shall be as follows:—

“I (name of officer to be here inserted), of (name of company to be here inserted), do hereby certify that the following is a true copy of a (state whether by-law or resolution) adopted by the Board of Directors of the said (insert name of company) at a meeting held at the office of the company in (name of place) on (here insert date), at which a quorum was present and voted,—

“The (here insert the title, but not the name of the officer) of the company is hereby authorized by this (state whether by-law or resolution) to prepare and issue tariffs of the tolls to be charged in respect of the vessels owned or operated by the company, and to submit the same to, and file the same with, the Board of Transport Commissioners for Canada, as required by The Transport Act, 1938.

“In witness whereof, I hereunto affix my hand and seal of the company, this .....day of....., 19.....”

.....  
Name  
.....  
Title

4. *Transfer of Operating Control (Adoption Notices):*

When the name of a company is changed or when its operating control is transferred to another company, the company which will thereafter operate the properties shall file and post an Adoption Notice, numbered in its C.T.C. series, reading as follows:—

“The (here insert name of new corporation) hereby adopts, ratifies and makes its own, in every respect, as if the same had been originally filed and posted by it, all .....  
.....  
or other instruments whatsoever, including supplements or amendments thereto, filed with the Board of Transport Commissioners for Canada by the (corporate name of old company)”  
\* \* \* \* \*

All tariffs and supplements filed with the Board must conform to the following regulations:—

5. *Size of Tariffs; Style of Reproduction; Numbering:*

Tariffs and supplements must be of uniform size, namely, eight (8) inches wide by eleven (11) inches long. They must be plainly printed or mimeographed on paper of good quality. They must be consecutively numbered as provided in Rule 9.

No alteration in writing or erasure shall be made in any tariff or supplement thereto.

6. *Filing Advice:*

One copy of each tariff or supplement (except as provided by Rule 17) shall be filed with the Board accompanied by a filing advice, in duplicate consecutively numbered (see Appendix A). The original advice will be retained and the duplicate stamped with date of receipt and returned. They shall be addressed to the Director, Traffic Department, Board of Transport Commissioners for Canada, Ottawa, Canada. If mailed in Canada, and the envelope is plainly marked “O.H.M.S.”, no postage is required.

### 7. *Filing of Tariffs:*

Freight tariffs and supplements other than standard tariffs (see Rule 17) shall be filed to be effective on thirty days' notice for advances in rates, and three days' notice for reductions in rates. However, the Board may, upon application by the carrier, authorize departure from this rule under exceptional circumstances.

### 8. *Rejection:*

The act of mailing is not construed as filing. Tariffs or supplements must reach Ottawa in time to give at least the required notice.

Publications which fail to give the required notice will be returned to the sender, marked "Rejected."

The C.T.C. number of the rejected tariff or supplement shall not again be used, and the substituted publication shall show on the title page the following: "Issued in lieu of (reference here to the rejected publication) rejected by the Board of Transport Commissioners for Canada."

### 9. *Title Pages of Tariffs:*

In the order named, the title page of every tariff and supplement shall show,—

(a) On the upper right-hand corner each tariff shall be numbered, beginning with No. 1. Such number shall be shown as follows:—  
C.T.C. No. . . . .

(b) When tariffs are issued cancelling a tariff or tariffs previously filed, the C.T.C. number or numbers of the tariff or tariffs cancelled must be shown in the upper right-hand corner immediately under the C.T.C. number of the new tariff. Example:—

C.T.C. No. 2  
cancels  
C.T.C. No. 1.

(c) Supplements to a tariff, in addition to showing the C.T.C. number of the tariff amended thereby, shall be numbered beginning with the number "1", and such information shall be shown in the upper right-hand corner. Supplements shall also show in the upper right-hand corner the number of any previous supplement cancelled thereby and also the numbers of the supplements containing all changes from the tariff. Example:—

Supplement No. 3  
to  
C.T.C. No. 1  
cancels  
Supplement No. 2  
Supplements Nos. 1 and 3 contain all changes

(d) Name of carrier issuing tariff (which must be the same as that appearing in the carrier's licence).

(e) Whether tariff is standard, special, or competitive.

(f) A brief description of the traffic and the territory in which, or points from and to, or between which the tariff applies.

(g) Reference to any classification governing the tariff.

(h) Date of issue and date effective.

(i) Name, title and address of the officer authorized to prepare and issue tariffs of tolls.

NOTE: See Appendix B for example of title page of a freight tariff conforming to this rule.

### 10. Contents of Tariffs:

Tariffs and supplements shall contain:—

- (a) Table of contents arranged in alphabetical order showing the number of the page on which each subject may be found. If a tariff contains so small a volume of matter that its title page or interior arrangement plainly discloses its contents, the table of contents may be omitted.
- (b) Grouping together of all items relating to different kinds or species of the same commodity.
- (c) Commodity descriptions stated clearly and explicitly so as to leave no doubt as to their proper application.
- (d) Explanation of all abbreviations, symbols and reference marks used in the tariff, which shall, if possible, be shown at the foot of the page in which such abbreviations or marks appear. If not so shown, reference shall be given to the page in which the explanation is published.
- (e) All rules and regulations governing the tariff stated in clear and explicit terms so as to leave no doubt as to their proper application.
- (f) The rates explicitly stated, together with the names or designations of the places from and to which they apply, all arranged in simple and systematic manner. Complicated manner of arrangement or ambiguous terms must be avoided.
- (g) Where tariffs contain both competitive and non-competitive rates, reference marks must indicate the competitive rates.
- (h) Specific routing instructions for all joint rates. When a tariff contains both local and joint rates and it is not intended that local rates to competitive points are to apply via joint routes, the fact must be plainly stated in the tariff.
- (i) Specific rules setting out the conditions under which service will be provided to each point to or from which a rate is published.

### 11. Cancellation of Tariffs:

- (a) A tariff or supplement having once been cancelled cannot be restored. If it is desired to reinstate rates previously abrogated, they must be covered by an entirely new publication.
- (b) Cancellation of a tariff also cancels all supplements thereto in effect at the time.
- (c) A tariff may only be cancelled by a supplement to that tariff or by another tariff. Cancellation of one tariff by a supplement to another tariff will not be permitted.
- (d) When a tariff is cancelled, the cancellation notice will show where the rate or rates will be found or what rate or rates will thereafter apply.

### 12. Symbols to Denote Changes:

All tariffs and supplements shall indicate changes thereby made in existing rates or charges, rules, regulations or practices by the use of the following symbols, which shall be used for no other purposes:—

- ◆—to denote increases;
- to denote reductions;
- ▲—to denote changes, the result of which is neither an increase nor a reduction;
- to denote re-issued matter with identifying number therein to comply with Rule 16.

Explanation of such symbols must be published in the tariff or supplement in which used. When a change of the same character is made in all, or substantially all, rates in a tariff or supplement, or a page thereof, that fact and the nature of such change may be indicated in distinctive type at the top of each page in the following manner: "All rates on this page are (here state whether reductions or increases), except as otherwise indicated." In such case a bold face dot "●" shall be used to symbolize a rate in which no change is made.



### 13. *Nature of Tariff Not to be Changed:*

A tariff having been filed, containing class rates only, it is not permissible to add commodity rates by means of a supplement thereto; likewise class rates shall not be added by supplement to a filed commodity tariff.

The above does not prohibit the filing of a tariff containing both class and commodity rates, but the nature of the tariff once filed shall not be changed by the filing of a supplement.

### 14. *Rules and Regulations in Separate Tariffs:*

A separate tariff may be filed containing rules and regulations. Such rules and regulations may be made part of the rate tariff by the following reference therein:—

“Governed, except as otherwise provided, by rules and regulations published in C.T.C. No. . . . , supplements thereto or re-issues thereof.”

### 15. *Terminal Tariffs:*

(a) Unless shown in individual rate tariffs affected thereby, each carrier shall publish and file, under proper C.T.C. numbers, separate tariffs which shall contain, in clear and specific form and terms, all the charges for special services not directly a part of the transportation covered by the line haul rates, together with rules governing, such as switching, icing, storage, elevation, cartage, loading or unloading, etc., also absorptions and allowances which in any way increase or decrease the amount to be paid on any shipment, or which increase or decrease the value to the shipper.

(b) Where the charges, as herein described, are published in separate tariffs, reference thereto shall be made in tariffs containing rates affected thereby.

### 16. *Consolidation of Supplements:*

The number of supplements at any time in effect with respect to any tariff shall not exceed three; thereafter a consolidating supplement bringing forward re-issued matter shall be filed bearing the notation,—

“Effective . . . . . except as otherwise provided herein.”

Re-issued matter brought forward without change must show in a conspicuous form and convenient manner the following:—

“Re-issued (in black type): Effective (date on which item became effective) in Supplement No. . . . .”

or where necessary, re-issued matter may be indicated by the symbol □ and explanatory notes (see example),—

[1] Re-issued, effective April 27, 1938, in Supp. No. 1.

[2] Re-issued, effective May 20, 1938, in Supp. No. 2.

### 17. *Standard Tariffs:*

Standard tariffs of maximum tolls and every amendment and supplement thereto, shall require the approval of the Board before becoming effective, and the effective date shall be that prescribed by the Board. These must be filed in duplicate.

### 18. *Special Rate Notices:*

Under the provisions of Section 31 of The Transport Act, 1938, companies subject to the Act are authorized to issue special rate notices between points which are not competitive in the following cases, namely:—

(a) To provide for the prompt shipment of any freight which may unexpectedly offer, and for which no suitable tariffs have been prepared, on condition that the filing and publication of such tariffs be immediately proceeded with, except where special rate notice has been issued to cover an individual consignment and the rate is not of a permanent character.



- (b) To provide for the disposition of shipments which may have been forwarded to the wrong destination, or which have been refused by the consignees, by returning them to the original points of shipment at less than the ordinary tariff rate, or by reforwarding at a reduced rate from the first to a second destination, in which case the published rate from the point of shipment to the first destination added to the reduced rate from the first destination to the second, shall not be less than the published rate for a through haul from the original shipping point to the second or final destination.

These special rate notices shall be numbered consecutively and mailed to the Director, Traffic Department, as soon as issued.

They shall also show the tariff rate, if any, that would have been charged in the absence of such notice, and shall exist merely for the purpose of giving effect to the rate to be charged for the specific shipment mentioned therein.

Special rate notices issued under section (a) of this rule shall show the C.T.C. number of the tariff or supplement in which the rate will be published, except when issued to cover an individual consignment.

NOTE.—See Appendix "C" for example of special rate notice.

### 19. *Suspension and Restoration of Service:*

Tariffs containing rates effective without limitation of date must include a clause as follows:—

Rates named herein are effective only during the period of navigation and shall be automatically suspended upon discontinuance of the transportation service on the date fixed by supplement hereto, and will become reinstated at opening of navigation on the date fixed by supplement hereto.

### 20. *Reference to Orders and Judgments:*

Tariffs or supplements issued pursuant to judgments or orders of the Board shall give reference to the number and date of the order or date of the judgment, as follows:—

"Issued in compliance with order of the Board of Transport Commissioners for Canada, No. . . . , dated . . . . .," or

"Issued pursuant to judgment of the Board of Transport Commissioners for Canada, dated . . . . ."

### 21. *Posting for Public Inspection:*

The carrier must post all of its tariffs and supplements for public inspection at its head office and principal branch offices. It shall also post for public inspection at agency points all of the tariffs and supplements applying from or to the ports or areas contiguous thereto. At every such head office, branch office, agency, or port at which traffic is handled, the carrier shall post in a prominent place a notice directing attention to the place where the tariffs and supplements are kept on file for public inspection during office hours, and the agent or person in charge shall produce to any applicant, on request, any tariff so kept on file, which he may desire to inspect.

### 22. *Uniformity of Tolls:*

To provide for equal application of tolls, as intended by The Transport Act, 1938, there should be uniformity of tolls published by licensed carriers between competitive points. Copies of tariffs publishing rates between points competitive with other water carriers subject to the Act shall be sent to all competing water carriers, with copy of filing advice (Appendix A) concurrently with filing with the Board. The filing advice filed with the Board shall show the names of the carriers to whom such tariffs were forwarded.

*23. Distance Tables:*

Each carrier shall publish and file, in duplicate, under a C.T.C. number, an "Official Distance Table," which shall contain the exact distances between all points where rates are provided. Tariffs which contain mileage rates shall give reference, by C.T.C. number, to the Official Distance Table.

*24. Joint Tariffs to be Filed Separately by Each Initial Carrier:*

Joint tariffs applying from points on more than one carrier must be filed by each of the initial carriers under its own C.T.C. number, unless issued and filed by an agent under power of attorney.

*25. Powers of Attorney:*

(a) A carrier may, by power of attorney, authorize an agent to file certain tariffs and supplements thereto in its stead. Such authorization shall name an alternate agent to act in the event of the death or disability of the principal agent.

The power of attorney shall be in the following form, printed on paper 8 by 10½ inches:—

P.A. No.....

Cancels P.A. No.....

(Corporate name of carrier),

(Post office address),

..... 19....

**KNOW ALL MEN BY THESE PRESENTS:**

That the (corporate name of carrier) has made, constituted, and appointed, and by these presents does make, constitute, and appoint (name of principal agent appointed) its true and lawful attorney and agent for the said company, and in its name, place, and stead, to file freight rate tariffs and supplements thereto, as required of common carriers by the Transport Act, 1938, and by regulations established by the Board of Transport Commissioners for Canada thereunder, for the period of time, the traffic, and the territory now herein named:

.....  
 .....

And the said (corporate name of carrier) does hereby give and grant unto its said attorney and agent full power and authority to do and perform all and every act and thing above specified as fully, to all intents and purposes, as if the same were done and performed by the said company, hereby ratifying and confirming all that its said attorney and agent may lawfully do by virtue hereof, and assuming full responsibility for the acts and neglects of its said attorney and agent hereunder.

And further, That the (corporate name of carrier) has made, constituted and appointed, and by these presents does make, constitute and appoint as alternate (name of alternative agent appointed) its true and lawful attorney and agent, for said company and in its name, place and stead, in case and only in case of the death or disability of the said (here insert name of principal agent) to do and perform the same acts and exercise the same authority as hereinbefore granted to (here insert name of agent first hereinabove named).

In witness whereof the said company has caused these presents to be signed in its name by its.....president and to be duly attested under its corporate seal by its.....secretary, at ....., in the Province of....., on this .....day of..... in the year of our Lord nineteen hundred and.....

(Corporate name of carrier),

By.....,

Its.....President.

.....Secretary.

(Corporate Seal)

(b) This form may also be used to authorize an agent to file freight classifications, by omitting the words "freight rate tariffs" and substituting the word "classification," or by adding the words "and classification" if the agent files both tariffs and classification.

(c) At least one day before the date of filing of the first tariff or supplement by the alternate agent under the authority granted in the third paragraph of the above form, such alternate agent must submit to the Board a sworn statement setting forth the reason or reasons which justify such exercise of authority. The term "disability" in the form means resignation, permanent transfer to other duties or other permanent absence of the principal agent, and does not mean temporary absence of the principal caused by vacation, illness or other cause. After an alternate agent has once exercised the authority granted by the form, the principal agent may not thereafter again exercise such authority under that form.

(d) Transfer of authority from one agent and alternate to another agent and alternate may be accomplished by filing a new power of attorney for the agent and alternate thereafter to serve, which shall specifically cancel the previous power of attorney. In the event of death or disability of either the principal or alternate agent, new powers of attorney cancelling the effective powers of attorney shall be filed within 180 days, which shall name the principal and alternate agents thereafter to serve. These new powers of attorney shall bear no effective date. They shall be forwarded to the new principal agent who, after he has secured all the necessary authorities, shall file the originals with the Board all at one time. Such powers of attorney will become effective upon the date they are so received by the Board.

(e) Powers of attorney shall continue in force until revoked by formal and official notice of revocation placed in the hands of the Board of Transport Commissioners for Canada at Ottawa, at least sixty days before the said notice shall become effective.

(f) Such joint agent, duly authorized to act for several carriers, shall file joint tariffs under consecutive C.T.C. serial numbers of his own.

(g) Agents publishing tariffs under power of attorney shall include therein the names of the carriers for whom they act, together with the number of the power of attorney on file with the Board.

## 26. Concurrences:

(a) Joint tariffs and supplements thereto shall be filed with the Board by the proper officer of the initial carrier, or by a duly appointed agent, and concurrence, as per forms herein prescribed, of every other carrier participating in such joint tariffs or supplements thereto.



(b) One or other of the following forms may be used in notifying the Board of assent to, and concurrence in, joint tariffs or supplements thereto, applicable between points in Canada, which are filed by an initial carrier or agent, and to which the carrier giving assent and concurrence has been made a party. These concurrence forms shall be printed on paper ten and one-half ( $10\frac{1}{2}$ ) inches long by eight (8) inches wide and mailed to the Director, Traffic Department of the Board.

"SPECIFIC CONCURRENCE CERTIFICATE"  
(Name of concurring carrier in full)

.....  
(Place and date).....

No. C.C. (From No. 1 progressively).

The Board of Transport Commissioners for Canada.

This is to certify that the (name of concurring carrier in full) assents to, and concurs in, the publication and filing of the tariff or supplement described below, and hereby makes itself a party thereto and bound thereby:—

(Full title and C.T.C. number of tariff concurred in.)

Date effective.....

Issued by.....Company.

"LIMITED CONCURRENCE CERTIFICATE"  
(Name of concurring carrier in full)

.....  
(Place and date).....

No. L.C. (From No. 1 progressively).

The Board of Transport Commissioners for Canada.

This is to certify that the (name of concurring carrier in full) assents to, and concurs in, joint tariffs and supplements thereto that may hereafter be published and filed by the (name of carrier in full), in which this company is named as a participant, in so far as such tariffs contain rates or regulations which apply within Canada, via this company's line to (not from), except as indicated herein

.....  
and hereby makes itself a party thereto and bound thereby.

"GENERAL CONCURRENCE CERTIFICATE"  
(Name of concurring carrier in full)

.....  
(Place and date).....

No. G.C. (From No. 1 progressively).

The Board of Transport Commissioners for Canada.

This is to certify that the (name of concurring carrier in full) assents to, and concurs in, joint tariffs and supplements thereto that may hereafter be published and filed by the (name of carrier or agent in full), in which this company is named as a participant, in so far as such tariffs contain rates or regulations which apply within Canada, to or via (not from) this company's points, and hereby makes itself a party thereto and bound thereby.

.....



(c) The "Specific" Concurrence Certificate shall be signed with the name and title of the official of the concurring carrier appointed by by-law of the company to prepare and issue tariffs.

When "Specific Concurrence" Certificates are used, three copies shall be made by the concurring carrier, one marked "original," one "duplicate," and one marked "triplicate," and forwarded to the carrier who issues the tariff. The latter carrier will then file with the Board three copies, together with the tariff to which they refer, and the duplicate will be stamped and returned to the concurring carrier, and the triplicate to the carrier issuing the tariff, as a receipt.

(d) The "Limited" and "General" Concurrence Certificates shall be signed in person by the official of the concurring carrier appointed by by-law to prepare and issue tariffs.

(e) The company or agent which prepares and issues the joint tariff shall show therein, in small type, against the name of each of the concurring companies, the "C.C.", "L.C.", or "G.C." number, as the case may be, of the certificate of concurrence of such company in such joint tariff.

(f) Two copies of "Limited" and "General" certificates of concurrence shall be filed with the Board, one marked "duplicate" to be stamped with the date of receipt by the Board and returned to the sender.

(g) "Limited" or "General" concurrence may be revoked by filing revocation notice with the Board, and with the agent or carrier in whose favour it was issued.

The revocation notice filed with the Board shall be accompanied by a letter setting out in full detail the reasons for such revocation. Such notice shall specify the form and number of the concurrence to be revoked, the name of the agent or carrier in whose favour it was issued and the effective date thereof, which date shall not be less than sixty (60) days subsequent to its receipt by the Board.

If it is desired to continue in effect any tariff issued under the concurrence to be revoked, individual concurrence therefor shall be filed prior to the effective date of the revocation of the "Limited" or "General" concurrence.

APPENDIX "A"

.....  
(Name of Carrier)  
  
..... 19.....  
(Place and Date)

Advice No.....

The Director, Traffic Department,  
Board of Transport Commissioners for Canada,  
Ottawa, Canada.

Dear Sir: In compliance with the requirements of the Transport Act, 1938, I transmit herewith, for filing with the Commission, copies of tariffs as follows. —

Supplement Number	Tariff C.T.C. Number	Date Taking Effect

I certify hereby that copies of this advice and tariffs between competitive points, indicated by (x) have been forwarded to the following:—

.....  
 .....  
 .....  
 .....

.....  
 (Name)

.....  
 (Title)

## APPENDIX "B"

C.T.C. No.....

.....  
 (Name of Carrier)

Special Freight Tariff  
applying on

(Here state commodity or, if general, merely state "Commodities")  
 From Montreal to points in Ontario and Quebec

or

Between points in Ontario and Quebec

Governed, except as otherwise provided, by (here name classification) issued  
 by (here state by whom issued) C.T.C. No....., supplements to or  
 successive issues thereof.

Issued..... Effective.....

Issued by.....

.....  
 (Name)

.....  
 (Title)

.....  
 (Address)

## APPENDIX "C"

C.T.C. No.....

.....  
 (Name of Carrier)

..... 19.....  
 (Place and Date)

No.....  
 (Carrier's No.)

## SPECIAL RATE NOTICE

The following special rate is authorized on.....  
 .....  
 account.....

From	To	Special Rate (In cents per 100 lbs. unless otherwise specified)	Present Rate
Reason for special rate			Tariff authority C.T.C. No.....

Effective..... Expires.....  
 Issued under Rule 18 of the Board of Transport Commissioners for Canada  
 General Order No. 583, dated Ottawa, Canada, February 24, 1939.  
 Issued by.....  
 .....  
 (Title).....  
 .....  
 (Title)

## GENERAL ORDER No. 584

*In the matter of regulations governing the construction and filing of Air Transportation Tariffs with the Board, approved under General Order No. 580, dated 16 December, 1938.*

File No. 42017

THURSDAY, the 23rd day of March, A.D. 1939.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*J. A. STONEMAN, *Commissioner.*

In pursuance of the powers expressly conferred under Parts I and IV of The Transport Act, 1938, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the said regulations governing the construction and filing of Air Transportation Tariffs with the Board be, and they are hereby, amended as follows:—

(a) By adding to Rule No. 6 the following subsection:—

“(g) Specific rules setting out the conditions under which service will be provided to each point to or from which a rate is published.”

(b) By the addition of the following Rule, namely:—

“(19) To provide for equal application of tolls, as intended by The Transport Act, 1938, there should be uniformity of tolls published by licensed carriers between competitive points. Copies of tariffs publishing rates between points competitive with other carriers subject to the Act shall be sent to all such competing carriers, with copy of filing advice (Appendix “A”), concurrently with filing with the Board. The filing advice filed with the Board shall show the names of the carriers to whom such tariffs were forwarded.”

H. GUTHRIE,

*Chief Commissioner.*

## GENERAL ORDER No. 585

*In the matter of rules and regulations governing the construction and filing of freight and passenger schedules with the Board approved under General Order No. 479, dated 28th June, 1929.*

File No. 606

MONDAY, the 27th day of March, A.D. 1939.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*J. A. STONEMAN, *Commissioner.*

In pursuance of the powers conferred under Part I of The Transport Act, 1938, and of Sections 324, 325, and 332 of the Railway Act, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the said regulations, as contained in Circular No. 223, governing the construction and filing of freight and passenger schedules with the Board be amended as from the 15th day of April, 1939, as follows:—

1. Rule 2 is amended by adding thereto the following paragraph:

“Pursuant to Section 3 (2) of the Transport Act, 1938, the Board construes the term ‘points which are not competitive,’ as used herein, to be ‘points which are not competitive with carriers subject to the Board’s jurisdiction.’”

2. Rule 4 is amended by striking out the present rule and substituting therefor the following:

“4. Competitive rates which, owing to the exigencies of competition of transportation services not subject to the Board’s jurisdiction, are urgently required to be brought into immediate effect without previous notice to the Board, may be acted upon before filing with the Board, but the company must forthwith file a tariff in duplicate, effective as from the date of movement of the traffic. The filing advice covering such tariff shall be accompanied by a clear statement of the reasons for such publication, together with the name of the party for whom the rate was made, the rate and name of the carrier with whom competing, the rate which would otherwise apply in the absence of such publication, and such other information as will satisfy the Board as to the bona fides of the action taken. Rates so made under this authority may be issued to expire on any date subsequent to the effective date thereof, provided that such expiry date is shown on the tariff when published.

“Competitive tariffs to apply between common points of carriers subject to the Board’s jurisdiction may be filed without prior notice where such action is to equalize existing rates of competing route (subject to recognized differentials, if any, between rail and water carriers), but the filing advice shall be accompanied by a clear statement of the necessity for such action, together with detailed reference to rate and tariff authority of the existing published rate of the other carrier or carriers.

“In all other respects competitive tariffs shall be filed in accordance with the provisions of Rule 11.”

3. Rule 13 is amended by striking out the present rule and substituting therefor the following:

“13. Unless shown in individual rate tariffs affected thereby, each carrier shall publish and file, under proper C.T.C. numbers, separate tariffs which shall contain, in clear and specific form and terms, all the charges for special services not directly a part of the transportation covered by the line haul rates, together with rules governing, such as switching, icing, storage, elevation, cartage, loading or unloading, etc., also absorptions and allowances which in any way increase or decrease the amount to be paid on any shipment, or which increase or decrease the value to the shipper.

“Where the charges, as herein described, are published in separate tariffs, reference thereto shall be made in tariffs containing rates affected thereby.”

4. Rule 31 is amended by striking out the present rule and substituting therefor the following:

“31. (a) Except under authority of the Board, no rate published in special freight tariffs (local or joint) under the provisions of Section 331 of the Railway Act, may be increased until it has been in force at least thirty days. Special tariffs may be issued to expire on a named date, but such date must not be less than thirty days after the effective date;



"(b) If a special freight tariff is filed on statutory notice cancelling another special tariff and, after such filing and prior to the effective date of the new tariff, a supplement to the tariff to be cancelled should be lawfully issued, rates in such supplement could not be continued in effect for thirty days for the reason that cancellation of the tariff also cancels supplements thereto. In such cases, supplements containing changes not included in the tariff that is to become effective shall be issued to both tariffs and shall contain no other matter than the rates sought to be made effective, and will be exempted from the provisions of Rule 17."

H. GUTHRIE,  
*Chief Commissioner.*

### GENERAL ORDER No. 586

*In the matter of regulations governing the construction and filing of freight tariffs for transportation by water with the Board, approved under General Order No. 583, dated 24th February, 1939.*

File No. 42082

MONDAY, the 27th day of March, A.D. 1939.

HON. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

In pursuance of the powers expressly conferred under Parts I and IV of The Transport Act, 1938, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the said regulations governing the construction and filing of freight tariffs for transportation by water with the Board be amended as and from the 15th day of April, 1939, as follows:—

1. Rule 18 is amended by adding thereto the following paragraph:

"Pursuant to Section 3 (2) of The Transport Act, 1938, the Board construes the term 'points which are not competitive,' as used herein, to be 'points which are not competitive with carriers subject to the Board's jurisdiction'."

2. Rule 27 is amended by adding thereto the following paragraphs:

"Notwithstanding anything otherwise contained in Rule 7 hereof, competitive rates which, owing to the exigencies of competition of transportation services not subject to the Board's jurisdiction, are urgently required to be brought into immediate effect without previous notice to the Board, may be acted upon before filing with the Board, but the licensee must forthwith file a tariff in duplicate effective as from the date of movement of the traffic. The filing advice covering such tariff shall be accompanied by a clear statement of the reasons for such publication, together with the name of the party for whom the rate was made, the rate and name of the carrier with whom competing, the rate which would otherwise apply in the absence of such publication and such other information as will satisfy the Board as to the bona fides of the action taken. Rates so made under this authority may be issued to expire on any date subsequent to the effective date thereof, provided that such expiry date is shown on the tariff when published.

"Competitive tariffs to apply between common points of carriers subject to the Board's jurisdiction may be filed without prior notice where such action is to equalize existing rates of a competing route (subject to recognized differentials, if any, between rail and water carriers), but the filing advice shall be accompanied by a clear statement of the necessity for such action, together with detailed reference to rate and tariff authority of the existing published rate of the other carrier or carriers.

"In all other respects competitive tariffs shall be filed in accordance with the provisions of Rule 7."

H. GUTHRIE,  
*Chief Commissioner.*

### GENERAL ORDER No. 587

*In the matter of the General Order of the Board No. 459, dated June 7, 1928, amending "Shipping Container Specification No. 14" of the regulations for the transportation by freight of explosives, approved by General Order No. 204, dated August 11, 1917.*

File No. 1717.38.1

WEDNESDAY, the 12th day of April, A.D. 1939.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the application of the Railway Association of Canada for a modification of the said General Order No. 459; and upon the report and recommendation of the Chief Operating Officer of the Board,—

*It is ordered:* That the said General Order No. 459, dated June 7, 1928, be, and it is hereby, amended as follows, namely:—

(1) Paragraph 11 (*b*) to be struck out and the following substituted therefor:—

"(*b*) Nails must be 4-penny and cement-coated; plain nails driven through and clinched are permitted for cleats."

(2) Paragraph 12 (*c*) to be struck out and the following substituted therefor:—

"(*c*) Nails must be 5-penny and cement-coated. When gross weight is not over 65 pounds, 4-penny nails are authorized."

(3) Paragraph 13 (*c*) is struck out and the following substituted therefor:—

"(*c*) Nails must be 4-penny cement-coated."

(4) Paragraph 13 (*d*) is struck out and the following substituted therefor:—

"(*d*) Tops and bottoms must be fastened to ends with nails as follows: To determine the minimum number of nails to be used for fastening top and bottom to ends, divide the width of the top and bottom, in inches, by  $1\frac{3}{4}$ . Fractions greater than  $\frac{1}{4}$  inch in the result shall be considered whole numbers.

Tops and bottoms must be fastened to sides with nails spaced approximately 6 to 8 inches apart."

(5) Paragraph 14 (*c*) is struck out and the following substituted therefor:—

"(*c*) Nails must be 4-penny cement-coated."

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 588

*In the matter of the application of The Railway Association of Canada for an Order amending the General Order of the Board No. 577, dated September 6, 1938, authorizing the shipment of black fuse powder in cloth bags, the bags to be packed in wooden boxes, Specification 14.*

File No. 1717.44

THURSDAY, the 11th day of May, A.D. 1939.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Director, Operating Department of the Board,—

*It is ordered:*

1. That the Regulations for the Transportation of Explosives by Freight, approved by General Order No. 204, dated August 11, 1917, as amended, be, and they are hereby, further amended by adding the following after paragraph No. 1534 in Section 2 of the regulations, namely:—

“1534a. Black fuse powder may also be packed for shipment in cloth bags, of capacity not exceeding 25 pounds net weight, provided the completed shipping package shall be capable of standing a drop of four feet without rupture of inner or outer containers; the bags to be packed in wooden boxes, Specification 14, or fibreboard boxes, I.C.C. Specification 23 (f) (as approved by the General Order of the Board No. 499, dated 20th May, 1932). When the latter are used, the tubes may be eliminated and a single tube, as specified in Specification 23 (f), may be substituted. The completed package shall not contain more than fifty pounds net weight of black fuse powder.”

2. That the said General Order No. 577, dated September 6, 1938, be, and it is hereby, rescinded.

H. GUTHRIE,

*Chief Commissioner.*

## GENERAL ORDER No. 589

*In the matter of rules to be complied with by municipalities and provinces in carrying out works of grade separation authorized under Order of the Board.*

File No. 11026.79

SATURDAY, the 27th day of May, A.D. 1939.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon the consents of the Canadian Pacific Railway Company and the Canadian National Railways, filed; and upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered:* That the following rules be, and they are hereby, prescribed in connection with the carrying out of works of grade separation authorized by the Board, namely:—



*Structures Supporting Railway Tracks and Facilities*

The Railway Company shall—

1. Design the entire structure and prepare all plans necessary for the construction thereof, and supervise the construction.
2. Design, install, and maintain all falsework which may be necessary for the temporary support of its tracks or other facilities during the construction of the work and perform all work in connection with such changes to any of its facilities as may be necessary to permit the execution of the project and to protect its traffic.
3. Invite tenders and award the contracts for the construction of the structure, subject to the approval of the province or municipality, as the case may be.
4. Approve all shop drawings, for fabricated structural steel or iron before their submission to the Board, and perform the necessary mill, shop, and field inspection in connection therewith.
5. All work shall be carried out in accordance with the Railway Company's specifications.

*Structures Carrying Highways Over Railway Companies'  
Tracks and Facilities*

1. The structure may be designed by the province or the municipality, and all plans and specifications submitted to the Railway Company for its approval; or, if agreed upon by the interested parties, it may be designed by the Railway Company, and all plans and specifications submitted to the province or the municipality for its approval.
2. The construction of the structure within the limits of the Railway Company's property shall be carried out to the satisfaction of the Railway Company. The Railway Company shall perform all work in connection with such changes to any of its facilities as may be necessary to permit the execution of the project and to protect its traffic.
3. All work carried out on the Railway Company's property, which by its consent is performed by other than the Railway Company, must previously have the approval of and be carried out under the supervision of the Railway Company.
4. When any part of the structure is to be maintained by the Railway Company, such part of the structure shall be constructed in accordance with the Railway Company's specifications.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 590

*In the matter of the application of the Canadian National Railways for permission to equip freight cars with steel running boards instead of wood running boards.*

File No. 11654

THURSDAY, the 22nd day of June, A.D. 1939.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon the report and recommendation of the Director, Operating Department of the Board—the Railway Association of Canada consenting—



*It is ordered that the General Order of the Board No. 102, dated February 17, 1913, be amended to provide that running boards may be made of material other than wood: Provided that before any freight or other cars are equipped with running boards of material other than wood, application, accompanied by a complete set of drawings, must be made to the Board and the approval of the Board obtained before any such cars are placed in service.*

H. GUTHRIE,  
*Chief Commissioner.*

### GENERAL ORDER No. 591

*In the matter of the consideration of the question of proposed regulations with regard to recommended practice for the prevention of electric sparks that may cause fire during the transfer of inflammable liquid between units of equipment operated on rails or between equipment operated on rails and wayside piping, pumps, tanks, or other structures.*

File No. 1717.73.1

SATURDAY, the 2nd day of September, A.D. 1939.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered that the following regulations with regard to recommended practice for the prevention of electric sparks that may cause fire during the transfer of inflammable liquid between units of equipment operated on rails, or between equipment operated on rails and wayside piping, pumps, tanks, or other structures, be, and they are hereby, authorized for the observance of railway companies subject to the jurisdiction of the Board, namely:—*

*(For the purpose of these rules, an inflammable liquid is one so defined by the Orders of the Board of Transport Commissioners.)*

#### GENERAL

The connection through which the liquid is carried may be either metallic or non-metallic. If the connection is not permanent, the terminal connections shall be made from a non-ferrous metal softer than iron.

#### MINIMUM REQUIREMENT

##### 1. Where tracks are not electrified.

A permanent electrical connection with a stranded cable having a mechanical strength not less than that of No. 0 (AWG) copper cable and conductivity not less than that of No. 4 (AWG) copper should be made between the rails on which the rail equipment stands and the other rail equipment or the wayside facilities involved in the transfer operation. This connection may be accomplished in one of two ways:—

(a) The rails may be bonded by means of stranded rail bonds for the whole length of the transfer section, connecting together each end of the sections of bonded rail and then connecting this whole rail assembly to the other rail equipment assembly or to the wayside facilities. The connections between sections of bonded rails and between rail assemblies and other facilities shall be by means of a suitable cable as described above.

(b) A similar connection may be made between each individual rail upon which the rail equipment stands and the other similar rail equipment assembly or wayside facility involved.

2. When considered necessary by the Railway Company, the rails of the track on which rail equipment stands during the transfer operations should be electrically separated from all other rails by the installation of insulating rail joints of an approved type. Further, the insulated track section and the way-side structure or other insulated track section should be adequately grounded.

3. Where tracks are electrified.

In addition to the requirements under clauses 1 and 2, an adequate return conductor, independent of the rails, should be installed from the rails of the insulated track section to the rails of the main track through a return switch which, when closed, short circuits the insulating joints. This return switch should be interlocked with a two-way switch controlling the supply of propulsion power to the contact conductor of the insulated track section in such a way that the contact conductor is normally dead and grounded and the return switch normally open. The ground for the contact conductor should be metallically connected to the ground for the rails of the insulated track section.

#### ADDITIONAL REQUIREMENTS

Other measures may be used as may be necessary where extreme conditions exist, such as electrically inter-connecting a paralleling pipe system or other metallic structures and grounding them.

Where tracks which are electrified are supplied from an electric system which might introduce values of short circuit currents at the transfer tracks that would set up differences of potential of a hazardous magnitude, it is recommended that special studies be made by qualified persons and such additional or substitute measures taken as are necessary to provide adequate protection.

NOTE (a).—During transfer operations where rail equipment is on an insulated section of track, caution must be exercised against the bridging of the insulated joints by movement of either rail equipment or any other agency.

NOTE (b).—Where rail equipment is insulated from the rails by rubber-tired wheels, body insulation, rusty or dirty rails, or other causes, a flexible electrical conductor shall be used of not less than No. 6 copper (AWG) conductivity and strength which shall be permanently grounded—the free end being provided with a clamp which shall be made fast to a bright spot on the tank car before the flow of liquid is started and remain there until the flow has ceased.

H. GUTHRIE,

*Chief Commissioner.*

#### GENERAL ORDER No. 592

*In the matter of Section 269 of the Railway Act for the carrying of pipes under the tracks of railway companies under the jurisdiction and subject to the control of the Board.*

File No. 9473

THURSDAY, the 28th day of September, A.D. 1939.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

In pursuance of the powers vested in it under Sections 34 and 269 of the Railway Act, and of all other powers possessed by the Board in that behalf ; and upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered:*

1. That the conditions and specifications set forth in the schedule hereunto annexed, under the heading "Standard Regulations Regarding Pipe Crossings and Railways," be, and they are hereby, adopted and confirmed as the conditions and specifications applicable to the placing or maintaining of (a) sewer pipes, (b) water pipes, (c) pipes for manufactured gas, or (d) pipes for oil and natural gas under all railways subject to the jurisdiction of the Board.

2. That any Order of the Board granting leave to place or maintain any pipe under the railway and referring to "Standard Regulations Regarding Pipe Crossings under Railways," be deemed as intended to be a reference to the conditions and specifications set out in the said schedule.

3. That every Order of the Board granting leave to place or maintain any pipe or pipes across any railway subject to the jurisdiction of the Board be, unless otherwise expressed, deemed to be an Order for leave to place or maintain the same under and according to the said conditions and specifications, which conditions and specifications shall be considered as embodied in any such Order without specific reference thereto, subject, however, to such change or variation therein or thereto as shall be expressed in such Order.

4. That the General Orders of the Board numbered 74, dated 19th April, 1911; 75, dated 26th May, 1911; and 269, dated 7th August, 1919, in so far as it relates to pipe crossings, be, and they are hereby, rescinded.

H. GUTHRIE,  
*Chief Commissioner.*

## STANDARD REGULATIONS REGARDING PIPE CROSSINGS UNDER RAILWAYS

Approved by the General Order of the Board No. 592, dated September 28, 1939

### SEWER PIPES

1. Sewers under railway tracks shall be constructed of hard brick laid in cement mortar, or standard glazed tile pipe, or such other material as may from time to time be prescribed by the Board. If standard glazed pipe is used, the joints must be properly fastened with cement mortar, and the pipe under every track and for a distance of four feet on the outer sides thereof must be imbedded in concrete four inches thick beneath and all around the said pipe. The top of the sewer (brick or pipe) shall, wherever possible, be below the frost line and not less than four feet below base of rail. Where this cannot be done without causing a sag in the sewer, precautions must be taken to strengthen and protect the sewer.

### WATER PIPES

2. Every water pipe underneath a railway track shall be properly fastened at the joints; and the top of the pipe shall be below the frost line and not less than four feet below the base of rail.

### PIPES CARRYING NATURAL OR MANUFACTURED GAS AT PRESSURE NOT EXCEEDING 45 POUNDS PER SQUARE INCH

3. Every such pipe conveying natural or manufactured gas under a railway track shall be of standard gas pipe properly fastened at the joints, and shall be not less than four and one-half feet below base of rail.



THE FOLLOWING REGULATIONS COVER PIPES CARRYING OIL UNDER PRESSURE AND  
PIPES CARRYING NATURAL OR MANUFACTURED GAS UNDER PRESSURE  
EXCEEDING 45 POUNDS PER SQUARE INCH

4. The carrier pipe under the railway structure shall be of good construction (usually the same as on either side of the railway) of steel, wrought iron, cast iron, pure iron, or alloyed iron; and shall be either seamless or substantially welded pipe with welded, coupling, or other approved joints. The carrier pipe shall be of a tested strength of double the maximum pressure, with a working minimum test pressure of 300 pounds per square inch. Pipe to be laid with slack (no tension) in the line.

5. Carrier pipes under railway track shall be encased in a larger steel casing pipe or conduit of sufficient strength to withstand all stresses and strains resulting from its location under the railway structure.

6. Casing pipe will extend to a minimum distance of thirty feet from the centre line of the nearest track on both sides. Where the pipe line crosses through or under an embankment, the outside casing shall extend to a point at least six feet outside of the toe of the embankment on either side.

7. Where ends of casing pipe are below ground, they shall be suitably sealed to the outside of carrier pipe and properly vented above ground with vent pipes not less than two inches in diameter and extending not less than four feet above ground surface. Vent pipes shall be placed approximately one foot from the ends of the casing pipe. Vent pipe at low end of casing shall be connected with the side or bottom of the casing, and vent pipe at the high end shall be connected with the top of casing. Top of vent pipes shall be fitted with down-turn elbow properly screened.

8. Where the ends of casing are at or above ground surface and above high-water level, they may be left open provided drainage is afforded in such a manner that leakage will be conducted away from the railway tracks or structures. Where proper drainage is not provided, the ends of the casing shall be sealed.

9. The inside diameter of the casing pipe shall be sufficiently large to permit ready withdrawal of carrier pipe without disturbing the roadbed. Casing pipe shall slope to one end and be installed with an even bearing throughout its length.

10. Casing pipe shall be so constructed as to prevent leakage under the railway structure, except through vent pipes, or at the ends of casing pipe, if open.

11. The casing pipe shall be so installed as to prevent the formation of a waterway under the railway.

12. The depth from base of rail of the railway to the top of the casing pipe at its closest point shall be not less than four and one-half feet. Where it is impossible to secure the above depth special construction will be necessary and subject to the approval of the Chief Engineer of the Transport Commission.

13. Pipe lines shall be located to cross railway tracks as close as practicable to ninety degrees, but not at an angle of less than forty-five degrees. Pipe lines shall not be laid closer than thirty feet to any portion of any railway bridge, building, or other important structures which might be injured by leakage from or failure of the pipe line.

14. Pipe lines, casing pipe, and vent pipes shall be at least four feet (vertically) from aerial electric wires, and shall be suitably insulated from underground conduits carrying electric wires on railway right of way.



15. All work in connection with the laying, maintaining, renewing, and repairing of the said pipe and the continued supervision of the same shall be performed by, and all costs and expenses thereby incurred be borne and paid by, the applicant; but no work at any time shall be done in such a manner as to obstruct, delay, or in any way interfere with the operation of any of the trains or traffic of the railway company or other company using the said railway.

16. The applicant shall at all times maintain the said pipe in good working order and condition, and so that at no time shall any damage be caused to the property of the railway company, or any of its tracks be obstructed, or the usefulness or safety of the same for railway purposes be impaired, or the full use and enjoyment thereof as heretofore by the railway company or other company using the said railway, be in any way interfered with.

17. Before any work of laying, renewing, or repairing the said pipe is begun, the applicant shall give to the local superintendent of the railway company at least forty-eight hours' notice prior thereof in writing, so as to enable the railway company to appoint an inspector to see that the work is performed in such a manner as shall, in all respects, comply with these regulations. The wages of such inspector, which shall not exceed \$11 per day, to be paid by the applicant, such payment to cover both wages and expenses, except in the case of a municipal corporation desiring to lay a pipe under the railway on a highway which is senior to the railway. In such case the railway company shall pay its own inspector.

18. The applicant shall at all times wholly indemnify the company owning, operating, or using the railway from and against all loss, damage, injury, and expense to which the railway company may be put by reason of any damage or injury to persons or property caused by any of the said applicant's pipes or by any oil, gas, or water, or any other substance being carried in the said pipes, or any works herein provided for by the terms and provisions of these regulations, as well as against any damage or injury resulting from the imprudence, neglect, or want of skill of the employees or agents of the applicant in connection with the laying, maintenance, renewal, or repair of the said pipe or the use thereof, unless the cause of such loss, cost, damage, injury, or expense can be traced elsewhere.

19. If any dispute arise between the applicant and the railway company as to the terms and conditions of these regulations, or as to the manner in which the said pipe line is being laid, maintained, renewed, or repaired; or if unusual circumstances appear to justify a moderation of these rules, the matter shall be referred to the Chief Engineer of the Board, whose decision shall be final and binding on all parties.

20. Pipes, materials and methods of fabrication shall conform to the regulations of The Canadian Engineering Standards Association.

## GENERAL ORDER No. 593

*In the matter of rules and regulations governing the construction and filing of freight and passenger schedules with the Board, approved under General Order No. 479, dated June 28, 1929, as amended by General Order No. 585, dated March 27, 1939:*

File No. 606.1

TUESDAY, the 24th day of October, A.D. 1939.

Hon. HUGH GUTHRIE, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers expressly conferred under Sections 324 and 332 of the Railway Act, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the said regulations, as contained in Circular No. 223, governing the construction and filing of freight and passenger schedules with the Board, be, and they are hereby, amended by striking out Rule 35 thereof.

H. GUTHRIE,  
*Chief Commissioner.*

## GENERAL ORDER No. 594

*In the matter of the General Order of the Board No. 441, dated 4th May, 1927, approving regulations governing the location and operation of loading racks and unloading points for gasoline, naphtha, or any inflammable liquid with flash point below 30° F., for the observance of railway companies subject to the jurisdiction of the Board.*

File No. 28638.2

THURSDAY, the 14th day of December, A.D. 1939.

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director, Operating Department of the Board—

It is ordered that the said General Order No. 441, dated 4th May, 1927, be, and it is hereby, amended by striking out the figures "80," in the fourth line of paragraph 3 (a) of the order (page 3), and substituting therefor the figures, "70."

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

March 14, 1939.

File No. 40996

## CIRCULAR No. 243

TO ALL WATER CARRIERS SUBJECT TO THE TRANSPORT ACT, 1938, PART II.

Under direction of the Board, I am instructed to advise you as follows:

On February 17th, 1939, you were furnished with a supply of application forms upon which you would apply to the Board for a licence to transport passengers and/or goods by water. You have also been supplied with a copy of the Board's General Order No. 583 prescribing regulations governing the construction and filing of freight tariffs for transportation by water.

Pursuant to Section 12 of the Act, Part II, "Transport by Water," has been proclaimed as in force in respect of the "Great Lakes" as defined in subsection 1 (f) of Section 2 of the said Act, which reads as follows:—

"'Great Lakes' means Lakes Ontario, Erie, Huron (including Georgian Bay), and Superior, and their connecting waters, and shall include the St. Lawrence River and its tributaries as far seaward as the west end of the Island of Orleans."

Therefore the relevant provisions of the Act are now applicable to any transportation by water in the proclaimed area requiring licensing by the Board.

Inasmuch as applications for licences are not being promptly filed with the Board it is possible some unavoidable delay will occur in the consideration of applications reaching the Board prior to the opening of navigation. It is not the Board's desire to prevent legitimate service by water from being performed in the event the issuance of the licence is delayed by reason of the necessity for proper consideration of applications not yet received.

The Board therefore directs me to advise you that it will grant temporary authority to operate without licence to all applicants who will have submitted their applications prior to April 15th, 1939, ON THE CONDITION that such applicants will file with the Board, on or before April 15th, 1939, their tariffs of tolls prepared in accordance with the provisions of General Order No. 583.

The foregoing relates only to transport by water in ships required to be licensed.

I am further directed to state that any carriers transporting passengers and/or goods in contravention of the Act, namely,—without having filed application for licence, and without having filed tariffs of tolls,—will render themselves liable to the penalty provisions set out in the Act and the Board will be compelled to consider the imposition of such penalties upon any such delinquents.

The Board's officers are prepared to afford any assistance within their power to those applying for licences, and it is particularly desirous that you be seized with the necessity of submitting your applications promptly and that such applications include all relevant data set out on page 3 of the application. No application can receive consideration without the submission of such data.

By order of the Board.

P. F. BAILLARGEON,  
*Secretary.*

July 21, 1939.

File No. 496.62

## CIRCULAR No. 243-W

*Re Carriage of Persons Free of Charge, or at reduced charges on boats not licensed  
for the transportation of Passenger Traffic*

It has been the practice of some water carriers to transport shippers or other persons without charge, or at a reduced charge, on vessels not licensed as passenger carrying vessels. It is also the practice to accord such free or reduced transportation by the expedient of signing such persons on as members of the crew.

You are informed that the Board deems such practices to be contrary to the provisions of The Transport Act and the continuance thereof renders both the carrier and the person carried subject to the penalty provisions of the Act.

I am directed, therefore, to request prompt and positive assurance that, in so far as each licensee is concerned, no persons will be accorded free, reduced or any form of transportation to which they are not entitled and for which provision is not made in the terms of the licence held.

By order of the Board.

P. F. BAILLARGEON,  
*Secretary.*

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Canadian Board of  
Transport Commissioners

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DOMINION OF CANADA

# THIRTY-SIXTH REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31,

1940



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# THIRTY-SIXTH REPORT

OF THE

# BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31,

1940



OTTAWA  
EDMOND CLOUTIER  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1941

## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1940

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J. A. CROSS, K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Thirty-sixth Report for the year ended December 31, 1940.

Since the publication of the last report there have been no amendments to the Transport Act.

### PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1940, to December 31, 1940, the Board held 44 public sittings at which 78 applications were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	18
Quebec.....	9
Manitoba.....	5
Saskatchewan.....	2
Alberta.....	4
British Columbia.....	2
Nova Scotia.....	2
New Brunswick.....	2
Prince Edward Island.....	0
Total.....	44

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

### FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1,972 applications and complaints received and dealt with by the Board, 96.04 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

### GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## TRANSPORT COMMISSIONERS OF CANADA

### APPEALS FROM RULINGS OF BOARD

There was one case carried to the Supreme Court of Canada, namely:  
30513 Normetal Rly. Co., and Normetal Mining Corporation Limited,  
Order 58001. (Dismissed).

There were two cases carried in Appeal to the Governor in Council, namely:  
39310.25 Abandonment of operation of the line of the C.N. Rys. between  
Middleton Jct., and Granville Centre, N.S. (Pending).

39310.38 Abandonment of a portion of the C.N. Rys. Renfrew Sub-  
division, between Arnprior and Eganville, Ont. (Pending).

### ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1940, was 1,683. The number of general circulars issued by the Board directed to all the transport companies subject to its jurisdiction, was 4. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are 5 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1940, will be found compiled under Appendix "F" of this report.

### APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1940, was 1,972.

### TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1940, was as follows:—

Freight tariffs, including supplements.....	42,791
Passenger tariffs, including supplements.....	9,352
Express tariffs, including supplements.....	905
Telephone tariffs, including supplements.....	1,622
Sleeping and parlour car tariffs, including supplements.....	27
Telegraph and Radio tariffs and supplements.....	65
Bridge tolls, including supplements.....	10
Total .....	54,772

The total number of tariffs filed from February 1, 1904, to December 31, 1940, was 2,077,922.

The details of the tariffs will be found under Appendix "A" to this report.

### ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1940, number 420 and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

## OPERATING DEPARTMENT

During the year 1940 the Operating Department of the Board carried out investigations throughout all parts of the Dominion in connection with accidents to passengers, railway employees, highway crossing victims and others using the railway.

The number of accidents investigated totalled 1,574, involving 2,067 casualties, of which number 313 persons were killed and 1,754 were injured, which is an increase over the previous year of 52 casualties.

Accidents at highway crossings for the year totalled 346, with 133 killed and 485 injured. Of this number 68 accidents occurred at crossings where there were protective devices, divided as follows:

Protection	Accidents	Killed	Injured
Gates.....	10	4	10
Lightning Flash Signal.....	2	—	2
Electric Bell.....	6	3	4
Bell and Wigwag.....	46	34	61
Watchman.....	4	2	6
Total (at protected crossings).....	68	43	83

In addition to the above there were 278 accidents at unprotected crossings, resulting in 90 killed and 402 injured, making a total of 346 accidents, with 133 persons killed and 485 injured. One hundred and ninety-five of these accidents occurred in daytime and 151 at night. Of this number, 101 accidents with 22 persons killed and 171 injured were caused by motor vehicles running into the sides of trains and a further analysis shows that of these, 35 ran into the sides of trains in daylight and 66 at night. The particulars of this class of accident are as follows:

## MOTOR VEHICLES RUNNING INTO SIDE OF TRAINS

1940	Accidents	Killed	Injured
During daylight hours.....	35	11	44
During night hours.....	66	11	127
	101	22	171
1939			
During daylight hours.....	31	7	52
During night hours.....	49	12	96
	80	19	148
Increase in 1940 over 1939.....	21	3	23



Every public highway crossing where an accident occurred during the year was personally inspected by an officer of the Department, and where the conditions warranted it, improvements, protection, or additional protection by means of automatic or manual devices were recommended and effected.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

One hundred and ninety-five fires attributed to railways are reported to have originated on 13,930 miles of line classified as forested territory. These fires burned 71,189 acres of young forest growth, 123 acres of merchantable timber, 102 acres of slashing or old burned lands not restocking, and 15,894 acres of non-forested lands.

Of this total, 75 fires burned over less than one-fourth acre each; 99 fires burned over an area of one-fourth acre to ten acres each; and 21 fires burned over an area of more than 10 acres each.

The total area burned over was 87,308 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$15,831.00. Of this amount, the value of standing timber and young forest growth is estimated at \$15,062.00.

In accordance with the requirements of the Board, the railways maintained special patrol of 7,564 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,007 fire patrolmen.

Under the co-operative arrangements with the various Dominion and Provincial Forest Services, 196 officers and men of such services were under appointment as ex-officio officers of the Board.

During the fire season of 1940, 5,169 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fire Guard Requirements, the railways constructed or maintained 5,432.55 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

During the year 1940, a total of 95 accidents causing fires or property loss were reported incidental to the transportation by freight of explosives and other dangerous articles, with a total property loss amounting to \$21,373.00. None of these accidents caused personal injuries.

Details relating to the report of the Operating Department will be found under Appendix "C".

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1940, together with the number of orders issued:—

Number of applications made.....	1,972
Number of filings received during the year.....	21,645
Number of outgoing letters during the year.....	28,678
Number of orders issued during the year.....	1,683

## CHANGES ON THE STAFF OF THE BOARD

On February 20, 1940, Colonel James Albert Cross, D.S.O., K.C., of the City of Regina, Saskatchewan, was appointed Chief Commissioner of the Board. Mr. Cross is a former Attorney-General of the Province of Saskatchewan.

It is with regret that the Board records the death of Thomas George Britton, a member of its staff. Mr. Britton died on June 5, 1940, after having served the Board for thirty-three years.

## APPENDIX "A"

REPORT OF THE DIRECTOR, BOARD'S TRAFFIC DEPARTMENT,  
FOR THE YEAR ENDED DECEMBER 31, 1940

I submit, for the Board's Thirty-sixth Annual Report, information regarding the work of the Traffic Department.

The number of Freight and Passenger tariffs of Rail, Water and Air Carriers, as well as Agreed Charge, Express, Telephone, Telegraph, Sleeping and Parlour Car, and Bridge Toll schedules, filed with the Board, was as follows:

FROM JANUARY 1, 1940, TO AND INCLUDING DECEMBER 31, 1940

*Freight—*

## Rail—

Local Tariffs.....	536		
Supplements.....	645		
		1,181	
Joint Tariffs.....	389		
Supplements.....	4,657		
		5,046	
International Tariffs.....	1,320		
Supplements.....	34,844		
		36,164	
			42,391

## Water Carriers—

Local Tariffs.....	32		
Supplements.....	30		
		62	
Joint Tariffs.....	8		
Supplements.....	43		
		51	
International Tariffs.....	14		
Supplements.....	78		
		92	
			205

## Air Lines—

Local Tariffs.....	56		
Supplements.....	93		
		149	
Joint Tariffs.....			
Supplements.....	2		
		2	
International Tariffs.....	4		
Supplements.....	23		
		27	
			178

*Agreed Charges—*

Tariffs.....	12		
Supplements.....	5		
		17	
			17

*Passenger—*

## Rail—

Local Tariffs.....	2,142		
Supplements.....	694		
		2,836	
Joint Tariffs.....	701		
Supplements.....	863		
		1,564	
International Tariffs.....	1,071		
Supplements.....	2,772		
		3,843	
			8,243

FROM JANUARY 1, 1940, TO AND INCLUDING DECEMBER 31, 1940—*Concluded*

<i>Passenger—Concluded</i>			
<i>Water Carriers—</i>			
Local Tariffs.....	31		
Supplements.....	—		
		31	
Joint Tariffs.....	2		
Supplements.....	—		
		2	
International Tariffs.....	4		
Supplements.....	2		
		6	
			39
<i>Air Lines—</i>			
Local Tariffs.....	65		
Supplements.....	111		
		176	
Joint Tariffs.....	—		
Supplements.....	—		
		—	
International Tariffs.....	10		
Supplements.....	884		
		894	
			1,070
<i>Sleeping and Parlour Car—</i>			
Local Tariffs.....	1		
Supplements.....	7		
		8	
Joint Tariffs.....	3		
Supplements.....	6		
		9	
International Tariffs.....	2		
Supplements.....	8		
		10	
			27
<i>Express—</i>			
Local Tariffs.....	127		
Supplements.....	323		
		450	
Joint Tariffs.....	92		
Supplements.....	193		
		285	
International Tariffs.....	14		
Supplements.....	156		
		170	
			905
<i>Telephone—</i>			
Local Tariffs.....	8		
Supplements.....	60		
		68	
Joint Tariffs.....	3		
Supplements.....	1,551		
		1,554	
International Tariffs.....	—		
Supplements.....	—		
		—	
			1,622
<i>Telegraph—</i>			
Tariffs.....	7		
Supplements.....	58		
		65	
			65
<i>Bridge Tolls—</i>			
International Tariffs.....	4		
Supplements.....	6		
		10	
			10
Combined Total All Schedules.....			54,772

## MARITIME ACCOUNTS

The information given below, regarding the work in connection with settlement of accounts under the Maritime Freight Rates Act, covers the period July 1939 to June 1940, inclusive.

During this period, there were filed 18,234 abstract sheets, with an average of 74 rates per sheet. There were, therefore, 1,349,316 rates and 674,658 extensions checked, and 18,234 columns of figures added.



As a result of this check, it was necessary to issue 3,286 Corrections.

The total *additions* to the accounts amounted to \$1,697.54, and the total *deductions* \$6,794.11.

The total amount *claimed* by railways was \$774,405.42, and the amount *allowed* was \$769,308.85, or a *net deduction* of \$5,096.57.

During this period, 236 Orders were issued, approving tariffs or rates, and certifying to the normal tolls.

A total of 2,501 communications were made to railways, express, telephone, telegraph and international bridge companies, as well as aircraft operators and water carriers, in connection with complaints, proper interpretation of tariffs, or classification and filing of same; also in connection with Powers of Attorney, Concurrences, Free or Reduced Rate Transportation, administration of the Maritime Freight Rates Act, etc.; 1,988 Memoranda and Reports were also made to the Board; and 443 communications to others. The grand total of all the above was 4,932.

During the year under report, there were issued 94 Traffic Orders; 1 General Traffic Order; 90 Orders dealing with issuance of Air Licences; 25 Orders dealing with issuance of Water Transport Licences; 18 Orders concerning Agreed Charges; and 49 Orders approving new Traffic Connecting Agreements or Service Station Contracts between the Bell Telephone Company and named local telephone companies.

Fifteen Agreed Charges were submitted for approval during the calendar year, of which thirteen were approved and two are pending. No applications for approval were refused. In the same period seventeen applications were received from parties other than those executing the Agreements, seeking the fixing of similar charges by the Board, all of which were granted.

At the end of the year twelve Agreed Charges were in effect, ten of which continue in force without limitation of time and the remaining two will expire in the calendar year 1941.

Five public hearings upon applications for approval of Agreed Charges were held during the year.

During the calendar year 1940, 60 applications for renewal of licences, previously issued, to transport passengers and goods by aircraft under the provisions of The Transport Act, 1938, were received and granted. Eight new licences were issued covering bush services in Northern Canada.

In the same period, 9 applications for new licences were received, of which 6 are under consideration and 3 were refused. Of the total of 68 licences granted, 7 cover interurban services in Canada; 8 international routes between Canada and the United States; and 53 bush services in Northern Canada. The approximate route mileage so licensed totals 25,000 miles, an increase of approximately 4,000 miles over the previous year.

During the year, 160 ships on the Great Lakes were licenced under applications received from 23 water carriers, all covering services within Canada and within the territory extending from the head of the Great Lakes to the west end of the Island of Orleans. The total number of ships thus licenced was a decrease of 5 from the previous year.

W. E. CAMPBELL,

*Director, Traffic Department.*

## APPENDIX "B"

P. F. BAILLARGEON, Esq.,

OTTAWA, January 28, 1941.

Secretary, Board of Transport Commissioners for Canada,  
Ottawa, Ont.

SIR,—I herewith submit annual report covering the work of the Engineering Department during the year 1940.

Yours truly,

D. G. KILBURN,  
*Chief Engineer.*

The normal work of the Engineering Branch has continued throughout the year and war conditions have imposed additional duties. Many new industrial, war plants and air fields have been constructed and existing plants enlarged. The consequent increased traffic on the railways brought about additions to existing railway track facilities and to meet growing war-time demands for railway transportation services, further additions are under consideration. These increased facilities involve examination, inspection and approval by the Board's Engineering Branch.

Inspections as in the past, widely scattered throughout the Dominion, involved 420 inspection trips and railway travel to the extent of 140,832 miles.

## RAILWAY LOCATION

Revised location of the British Yukon Railway from Station 767-65.0 to Station 803—89.8, Province of British Columbia.

Revised location of branch lines of railway to serve Massey Harris Company, Limited, at Mileage 4.66 MacTier Subdivision, in lot 9, concession 5, Weston, Ontario, by the Canadian Pacific Railway.

Revised location of the main line of the Grand River Railway from Galt to Waterloo and construction of a second main line from Galt to Waterloo, in the Province of Ontario.

Revised location of the Canadian National Railways' spur track, the Street Railway track, and the Kaministiquia Power Company's pole lines on Montreal Street, Fort William, Ontario.

## RAILWAY ABANDONMENT

Abandonment of operation of interchange tracks between the Canadian Pacific Railway and the Canadian National Railways at Drumbo, Ontario, mileage 74.3 Galt Subdivision, Canadian Pacific Railway.

Abandonment of operation of industrial siding to the premises of Valentine & Martin, Limited, Kitchener, Ontario.

Abandonment of operation of spur track to the B. Jaspersen brick and tile plant at Cookworth, Ontario, by the Pere Marquette Railway.

Abandonment of operation of a portion of the Canadian National Railways, Alvinston Subdivision, in the Province of Ontario, between Alvinston, Mileage 1.24 and Kingscourt, Mileage 20.92, a distance of 9.68 miles.

Abandonment of operation of a portion of the St. Eustache Subdivision, Canadian Pacific Railway between Ste. Therese and St. Eustache, in the Province of Quebec, a distance of 5.7 miles.

Abandonment of operation of a portion of the Canadian Pacific Railway between Carbo (Mileage 37.0) and Cushing Junction (Mileage 61.6) Lachute subdivision, Province of Quebec, a total distance of 24.6 miles.

Abandonment of operation of a portion Okanagan Subdivision of the Canadian Pacific Railway, in the Province of British Columbia, between Mileage 47.7 (near Vernon) and Mileage 51.30 (at Okanagan Landing), a distance of 4.23 miles, together with 4.38 miles of yard tracks at Okanagan Landing, B.C.

Abandonment of operation of a portion of the Endiang Subdivision of the Canadian National Railways, in the Province of Alberta.

Abandonment of operation of a portion of the Deschailions Subdivision of the Canadian National Railways between Parisville, mileage 13.12 and Deschailions, mileage 16.66, in the Province of Quebec, a distance of 3.54 miles.

Abandonment of operation of a portion of the Lachute Subdivision of the Canadian National Railways between mileage 2.0 near Joliette, and mileage 33.6 Montfort Junction, in the Province of Quebec, a distance of 31.6 miles.

Abandonment of operation of the spur track serving the James Cornhill Sons, Limited, at Chatham, Ontario.

Abandonment of operation of a portion of the Temiscouata Railway Company's, St. Francis Branch between mileage 82.42, near Edmundston, N.B., and mileage 94.33 near Baker Brook, N.B., a distance of 11.81 miles.

Abandonment of operation of a portion of the Red Deer Subdivision of the Canadian National Railways, in the Province of Alberta, between mileage 0.67, near Red Deer Junction, and mileage 5.76, to the south side of Fifth Street, Red Deer, Alberta.

Abandonment of operation of a portion of the Marmora Subdivision of the Canadian National Railways, in the Province of Ontario, from mileage 3.33 near Marmora, to mileage 9.52 Cordova Mines, a distance of 6.19 miles.

Abandonment of operation of the Delta and Oakland Subdivisions of the Canadian National Railways from West Tower, via Oakland, to Cawdor, and their Gladstone Subdivision from Muir to Gladstone, Province of Manitoba.

Abandonment of operation of a branch line of railway, from a point on the Canadian National Railways, Dunnville Subdivision, about two and one-half miles east of Kidgeway, Ontario, near Windmill Point Station, to the premises of Elvin E. Rupp, by the Canadian National Railways.

Abandonment of operation of a portion of the St. Martins Subdivision of the Canadian National Railways between Hampton and St. Martins, in the Province of New Brunswick, mileage 0 to 28.75.

#### OPENING FOR TRAFFIC

Opening for the carriage of freight traffic a portion of the Sunny Brae Guysboro Branch of the Canadian National Railways, mileage 10 to 12.89, in the Province of Nova Scotia.

Operation of spur to Canadian Collieries (Dunsmuir) Limited leading from the Esquimault & Nanaimo Company's tracks at Stockett to the yard of the Canadian Collieries Limited at Nanaimo, British Columbia, by the Canadian Pacific Railway.

Opening for the carriage of traffic second main line of the Canadian National Railways from mileage 61.57 Bedford Subdivision to a point in Truro yard, distance of 2.06 miles, in the Province of Nova Scotia.

Opening for the carriage of traffic portion of the main line of the Grand River Railway from Galt to Waterloo, from mileage 3.58, intersection of Guelph and Clark Streets, to mileage 4.31 near Joseph Street, Preston, Ontario, and siding as relocated to serve the Eastern Steel Products Limited, and Clare Brothers & Co., Limited.

Opening for the carriage of traffic the revised location of the British Yukon Railway, between Carcross and Whitehouse, Yukon Territory.

Opening for carriage of traffic spur and wye at mileage 4.2 Sorel Subdivision, Canadian National Railways, in the Province of Quebec.



## INTERCHANGE TRACKS

Removal of interchange tracks between the Canadian Pacific Railway and the Canadian National Railways at mileage 0.55 on the Down Town spur in the City of Galt, Province of Ontario.

## RAILWAY CONNECTION

Construction of three temporary connections with the tracks of the Canadian National Railways by the Canadian Pacific Railway on St. Andrew Street between St. Thomas and Renaud Avenue, City of Quebec, Province of Quebec.

Connection between tracks of the Hamilton Street Railway and industrial spur of the Canadian National Railways, in City of Hamilton, Province of Ontario.

Connection between tracks of the Canadian Pacific Railway and the Canadian National Railways, in the City of Fredericton, N.B.

## OPERATION INTERLOCKING PLANTS

Operation through interlocking plant at crossing of Canadian National Railways and Canadian Pacific Railway at Coniston, Ontario, without coming to a stop.

Operation through interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways at Canpa, Ontario, without coming to a stop.

Operation through interlocking plant at St. Lambert, P.Q., without coming to a stop, by the trains of the Canadian National Railways.

Operation of trains of the Canadian National Railways and the Canadian Pacific Railway through the interlocker at mileage 32.56 Galt Subdivision, Milton, Ontario.

## OPERATION OF BRIDGES

Operation over the overhead bridge across Niagara Street, in the City of St. Catharines, Ontario, by the Niagara, St. Catharines & Toronto Railway.

Operation under bridge constructed by the International Nickel Company at Copper Cliff, Ontario, by the Canadian Pacific Railway.

Operation of Canadian Pacific Railway under bridge over Highway No. 17, in Lot 12, concession 3, Dryden Township, Province of Ontario.

Operation of bridge at mileage 59.7 Cowichan Subdivision, Canadian National Railways, Province of British Columbia.

Operation of bridge over the Etchemin River at mileage 65.8 Armagh Subdivision, Canadian National Railways, Province of Quebec.

Operation of bridge across Cedar Creek, at Mill Street, Woodstock, Ontario, by the Canadian National Railways.

Operation of bridge at mileage 14.75 Owen Sound Subdivision, Canadian National Railways.

Operation of bridge at mileage 69.0 Telkwa Subdivision, Canadian National Railways, in Province of British Columbia.

Operation of bridge at mileage 33.9 Cowichan Subdivision, in the Province of British Columbia, by the Canadian National Railways.

Operation of bridge at mileage 125.8 Gladstone Subdivision, Canadian National Railways, in the Province of Manitoba.

Operation of bridge across Brett's Road, mileage 68.05 Okanagan Subdivision, Province of British Columbia, by the Canadian National Railways.

Operation of bridge trestle at mileage 65.4 Wabamun Subdivision, Canadian National Railways, in the Province of Alberta.



Operation of bridge No. 32-6, Maniwaki Subdivision, over Stag Creek, by the Canadian Pacific Railway.

Operation of bridge over John Brown's Creek, Mileage 19.3 Bulkley Subdivision, Canadian National Railways, in the Province of British Columbia.

Operation of bridge at Cameron Cove, at Prince Rupert, B.C., by the Canadian National Railways.

Operation of bridge Mileage 10.44 Southampton Subdivision, Canadian Pacific Railway, New Brunswick Subdivision.

Operation over bridge at Mileage 70.1 Telkwa Subdivision, Canadian National Railways, in the Province of British Columbia.

Operation over bridge at mileage 50.8 Skeena Subdivision, Canadian National Railways, in the Province of British Columbia.

Operation over bridge at mileage 12.9 Sorel Subdivision, Canadian National Railways, in the Province of Quebec.

Operation over bridge over the Coulee Crossing, mileage 43.1 Letellier Subdivision, Canadian National Railways, in the Province of Manitoba.

### OPERATION OF SUBWAYS

Operation over subway at mileage 2.11 Grantham Subdivision, near St. Catharines, Ontario, by the Niagara, St. Catharines & Toronto Railway.

Operation over subway reconstructed at Coteau du Lac, in County of Soulanges, Province of Quebec, by the Canadian National Railways.

Operation over subway east of Northwood, mileage 52.06 Chatham Subdivision, Canadian National Railways, in the Province of Ontario.

Operation over subway at Montee St. Laurent Road, in the City of Montreal, P.Q., by the Canadian National Railways.

Operation under overhead highway bridge at mileage 5.7 Oakville Subdivision, just west of the Humber River, in the Province of Ontario, by the Canadian National Railways.

Operation under the Queen Elizabeth Way Bridge at mileage 3.09 Welland Subdivision, Township of Stamford, County of Welland, Province of Ontario, by the Canadian National Railways.

Operation of highway undercrossing at mileage 134.9 Harte Subdivision, Canadian National Railways, in the Province of Manitoba.

### INTERLOCKING PLANTS

Removal of derails Nos. 17, 19, 21 and 25 at the interlocking plant at the crossing of the Canadian National Railways by the Canadian Pacific Railway at Canpa, Ontario.

Addition of time lock to the interlocking plant at their Harte and Carberry Subdivisions by the Canadian National Railways Near Petrel, Manitoba, mileage 103.75 Harte Subdivision.

Addition of time lock to the interlocking plant at the crossing of the Canadian Pacific Railway near Knox, Manitoba, by the Canadian National Railways.

Addition of time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Nokomis, Saskatchewan.

Addition of time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Balcarres, Saskatchewan.

Addition of time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways near Regina, Saskatchewan.

Addition of time lock to the interlocking plant installed at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Conquest, Saskatchewan.

Addition of time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Gladstone, Manitoba.

Addition of time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Woodman, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of their Harte and Gladstone Subdivisions by the Canadian National Railways at West Tower, Portage la Prairie, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at West Winnipeg, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Griffin, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Frobisher, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Diamond, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Matsqui, British Columbia.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Vilette, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Dodsland, Saskatchewan.

Addition of two time locks to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways, at Carberry, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Oban, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Neely, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway by the Canadian National Railways at Munroe, Manitoba.

Addition of time lock to the interlocking plant at the crossing of the British Columbia Electric Railway by the Canadian National Railways at Chilliwack, British Columbia.

Removal of the diamond at the crossing of the Lake Erie & Northern Railway by the Brantford Street Railway in the City of Brantford, Province of Ontario.

Addition of a time lock to the interlocking plant at the crossing of the Canadian National Railways and Canadian Pacific Railway near Lyalta, Alberta.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and Canadian National Railways at Hartney, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and Canadian National Railways at Findlay, Manitoba.

Removal of derails at crossing of the New York Central Railroad (Michigan Central Railroad) by the Toronto, Hamilton & Buffalo Railway near Diltz, Ontario.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Stettler, Alberta.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Yorkton, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Forward, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Bienfait, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Camrose, Alberta.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and Canadian National Railways at Carlyle, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Maryfield, Saskatchewan.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Morris, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Deer, Manitoba.

Addition of a time lock to the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Chandler, Saskatchewan.

Removal of diamond at the crossing of the Canadian National Railways with the Brantford Street Railway on Colborne Street East, City of Brantford, Province of Ontario.

Alterations to the interlocking plant at St. Lambert, P.Q., by the Canadian National Railways.

Removal of three diamonds at the crossing of the Sandwich, Windsor & Amherstburg Railway and the Essex Terminal Railway on Walker Road, Windsor, Ontario, and the diamond at the crossing of the Sandwich, Windsor & Amherstburg Railway and the Pere Marquette Railway on Seminole Street, Windsor, Ontario.

Changes to the interlocking plant at the crossing of the Essex Terminal Railway, Sandwich, Windsor & Amherstburg Railway and the Canadian Pacific Railway on Howard Avenue, City of Windsor, Province of Ontario.

Removal of diamond at the crossing of the Essex Terminal Railway and the Sandwich, Windsor & Amherstburg Railway on Wellington Avenue, Townships of Sandwich East, Province of Ontario.

Removal of half interlocking plant at the diamond at the crossing of the Sandwich, Windsor & Amherstburg Railway and the Essex Terminal Railway on Parent Avenue, north of Hanna Street, City of Windsor, Province of Ontario.

Removal of half interlocking plant and diamonds at crossing of the Essex Terminal Railway and the Sandwich, Windsor & Amherstburg Railway on Tecumseh Road, Windsor, Ontario.

Changes in the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Welland, Ontario.



Changes in the interlocking plant at the crossing of the Canadian Pacific Railway and the Canadian National Railways at Fraser's Mills, N.B.

Installation of interlocking protection by the Canadian National Railways for the drawbridge over the Rideau Canal at the east end of Bank Street yard, Ottawa, Ontario.

Installation of interlocking plant at crossing of the tracks of the Canadian Pacific Railway by the tracks of the Canadian National Railways at Ste. Rosalie Junction, Province of Quebec.

Installation of interlocking plant for protection of the swing bridge over Jeannette's Narrows, mileage 113.2 Bala Subdivision, Province of Ontario, by the Canadian National Railways.

Removal of derails Nos. 8, 9, 11 and 12, at the crossing of the Canadian Pacific Railway by the Canadian National Railways, at Mileage 32.56 Galt Subdivision, Milton, Ontario.

Removal of derails at the crossing of the Canadian National Railways and the Canadian Pacific Railway at Woodstock, Ontario.

Installation of electric automatic interlocker for the diamond crossing of the Canadian National Railways by the Roberval & Saguenay Railway at Ha Ha Bay Junction, P.Q.

#### PROTECTION OF HIGHWAY CROSSINGS

Removal of obstructions to view at the crossing of the highway east of West Shefford Station, Quebec, mileage 113.6 Sherbrooke Subdivision, by the Canadian Pacific Railway.

Installation of double bells and wigwags at the crossing of Broadway Street in the City of Yorkton, Saskatchewan, by the Canadian National Railways.

Installation of safety gate equipped with automatic red danger light and proposed bell signal warning signs at south approach of Second Narrows Bridge at Burrard Inlet, Province of British Columbia.

Installation of manually operated electric gates at the crossing of Strachan Avenue, Toronto, by the Canadian National Railways.

Installation of bell and wigwag at crossing of Provincial Highway No. 3 about three and one-half miles east of Canfield Junction, Ontario, by the Canadian National Railways.

Relocation of bell and wigwag at the crossing of Highway No. 3, known as Primeau Crossing, two miles south of Kanawaki, P.Q., install additional wigwag and widen the crossing, by the New York Central Railroad.

Installation of double bells and wigwags at crossing of St. James Street, St. Johns, P.Q.

Removal of obstructions to view of Whitfield's crossing, mileage 27.68 Lakefield Subdivision, Province of Ontario.

Installation of two wigwags and one bell at highway crossing in Village of Iona, Ontario, by the Pere Marquette Railway.

Installation of manually operated bell and wigwag in lieu of existing gate at crossing of private roadway north at Ramsay Street, Quebec, P.Q., by the Canadian National Railways.

Installation of two wigwags and one bell at the crossing of Highway No. 27, at mileage 10.87 Galt Subdivision between lots 10 and 11, concession 5, Township of Etobicoke, Province of Ontario, by the Canadian Pacific Railway.

Installation of bell and wigwag at crossing of highway north of New Glasgow, Nova Scotia, mileage 44.55 Mulgrave Subdivision, Canadian National Railways.



Installation of double bells and wigwags at the crossing of Willow Street, mileage 62.75 Bedford Subdivision, and one bell and wigwag at crossing of Kaulback Street in Town of Truro, Province of Nova Scotia, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of highway No. 26 in the Village of Canterbury, Province of New Brunswick.

Installation of four electric gates at the crossing of Pie IX Avenue, City of Montreal, Province of Quebec, by the Canadian National Railways.

Establishment of sight lines at the crossing of the highway by the Canadian Pacific Railway, between lots 8 and 9, Broken Front Concession, Township of Clarke, County of Durham, Province of Ontario.

Installation of two wigwags and a bell at crossing of Provincial Highway No. 3, one mile east of Dunnville, Ontario, by the Canadian National Railways.

Installation of double bells and wigwags at the crossing of the Trans-Canada Highway, near Deschambault, P.Q., mileage 42.16 Grand'Mere Subdivision, Canadian National Railways.

Establishment of sight lines at the crossing of the road allowance by the double tracks of the Canadian National Railways and the single track of the Canadian Pacific Railway between lots 14 and 15, Broken Front Concession, Township of Clarke, County of Durham, Province of Ontario.

Installation of one floodlight on each side of the crossing of Provincial Highway No. 3 west of Air Line Crossing at Mileage 5.45 St. Clair Branch, New York Central Railroad, Province of Ontario.

Shortening of the eastward circuit of the automatic bell at the crossing of Howard Avenue, by the Toronto, Hamilton & Buffalo Railway, in the Township of Ancaster, Province of Ontario, and moving of bell to opposite side of the highway.

Widening of existing crossing of the highway at crossing of the Toronto Hamilton & Buffalo Railway on Locks Road No. 21, Cainsville, Ontario.

Installation of two wigwags and one bell at the crossing of Highway No. 69, lot 29, concession 5, Township of McDougall, Province of Ontario.

Installation of two wigwags and one bell at first public crossing west of Rodney, Ontario, by the Pere Marquette Railway.

Installation of two wigwags and one bell at first public crossing east of West Lorne, Ontario, by the Pere Marquette Railway.

Installation of two wigwags and one bell at crossing of Town Line Road, between Counties of Kent and Elgin, opposite lot A, concession 8, Township of Aldborough, Province of Ontario, by the Pere Marquette Railway.

Installation of bell and wigwag at the crossing of the Edmonton-Jasper main highway by the Canadian National Railways, at the east end of Edson Station grounds, in the Province of Alberta.

Installation of bell and wigwag at crossing of the Edmonton-Jasper Main highway by the Canadian National Railways, near Obed, Alberta.

Installation of bell and wigwag at crossing of the Edmonton-Jasper main highway by the Canadian National Railways, about two miles east of Pedley, Alberta.

Installation of bell and wigwag at crossing of Edmonton-Jasper main highway by the Canadian National Railways, at Hinton, Alberta.

Re-arrangement of circuits of protection device at first highway crossing east of Falmouth, Nova Scotia, by the Dominion Atlantic Railway.

Installation of two wig-wags and bells at crossing of Montreal-New York Highway, by the Canadian National Railways, at Henrysburg, P.Q.

Installation of two bells and wigwags at crossing of Montreal-New York Highway by the Canadian National Railways, at Laprairie, P.Q.

Establishment of sight lines on the northeast corner of the crossing of Melissa Road, in the Township of Chaffey, District of Muskoka, Province of Ontario, by the Canadian National Railways.

Installation of double bells and wigwags at crossing of the highway by the Napierville Junction Railway at chainage 208—78.8 in the Parish of St. Jacques le Mineur, Province of Quebec.

Installation of double bells and wigwags at the crossing of Provincial Highway No. 90 immediately south of Essa Station, in the Province of Ontario, by the Canadian Pacific Railway.

Installation of two wigwags and one bell at crossing of Lansing Road, Agincourt, Ontario, by the Canadian National Railways.

Installation of two wigwags and one bell at the crossing of Don Mills Road by the Canadian Pacific Railway, mileage 101.94 Oshawa Subdivision, in the Province of Ontario.

Installation of additional wigwag at crossing of Jane Street, in the County of York, Province of Ontario, by the Canadian Pacific Railway.

Installation of additional wigwag at crossing of Jane Street, in the County of York, Province of Ontario, by the Canadian National Railways.

Installation of additional wigwag at crossing of Denison Road, Weston, Ontario, by Canadian Pacific Railway.

Installation of additional wigwag at crossing of Eglinton Avenue, in the Township of York, Province of Ontario, by the Canadian National Railways.

Installation of additional wigwag at crossing of Eglinton Avenue, in the Township of York, Province of Ontario, by the Canadian Pacific Railway.

Installation of additional wigwag at the crossing of Dufferin Street, Weston, Ontario, by the Canadian Pacific Railway.

Installation of additional wigwag at crossing of Dufferin Street, Weston, Ontario, by the Canadian National Railways.

## CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Per cent	Contribution
Improving view.....	West Shefford Station, Que.....	C.P.R.....	40	64 00
Electric gates.....	Strachan Avenue, Toronto, Ont.....	C.N.R.....	40	1,500 00
Bell and wigwag (1).....	Canfield Junction, Ontario.....	C.N.R.....	40	380 00
Wigwag (1).....	Primeau Crossing, Kanawaki, P.Q.....	N.Y.C.....	40	432 00
Improving view.....	Whitfield Crossing, Ont.....	C.N.R.....	40	40 00
Bell (1) wigwags (2).....	Iona, Ont.....	P.M.R.....	40	904 00
" (1) " (2).....	Lot 10, and 11, Con. 5, Twp. of Etobicoke, Ont.....	C.P.R.....	40	1,880 00
" (1) " (1).....	New Glasgow, Nova Scotia.....	C.N.R.....	40	600 00
" (3) " (3).....	Kaulback St., Truro, N.S.....	C.N.R.....	40	1,080 00
" (2) " (2).....	Canterbury, N.B.....	C.P.R.....	40	1,406 00
Electric gates (4).....	Pie IX Avenue, Montreal, P.Q.....	C.N.R.....	40	1,760 00
Improving view.....	Mile 49.44 Oshawa Sub., Township of Clarke, Ont.....	C.P.R.....	40	280 00
Bell (1) wigwags (2).....	Dunnville, Ont.....	C.N.R.....	40	682 00
Road diversion.....	Fairmount, Sask.....	C.N.R.....	40	80 00
Bells (2) wigwags (2).....	Deschambault, P.Q.....	C.N.R.....	40	1,256 00
Improving view.....	Lake Shore Road, Twp. Clarke, County of Durham, Ont.....	C.N.R.....	40	688 00
Floodlights (2).....	Air Line Crossing, Ont.....	N.Y.C.....	40	252 00
Bell and wigwag circuit.....	Broadway Avenue, Twp. Ancaster, Ont.....	T.H. & B.....	40	30 00

## TRANSPORT COMMISSIONERS OF CANADA

CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND—*Concluded*

Protection	Location	Railway	Per cent	Contribution
Bell (1) wigwags (2).....	Highway No. 69, lot 29, Con. 5, Twp. McDougall, Ont.....	C.N.R.....	40	1,056 00
" (1) " (2).....	Rodney, Ont.....	P.M.R.....	40	1,200 00
" (1) " (2).....	Town Line Road, Lot A, Con. 8, Twp. Aldborough, Ont.....	P.M.R.....	40	1,112 00
" (1) " (2).....	West Lorne, Ont.....	P.M.R.....	40	1,200 00
" (1) " (1).....	Edson, Alta.....	C.N.R.....	40	1,050 00
" (1) " (1).....	Obed, Alta.....	C.N.R.....	40	1,050 00
" (1) " (1).....	Pedley, Alta.....	C.N.R.....	40	1,050 00
" (1) " (1).....	Hinton, Alta.....	C.N.R.....	40	1,050 00
Re-arrangement circuits.....	Falmouth, Nova Scotia.....	C.P.R.....	40	510 00
Improving view.....	Melissa Road, Twp. of Chaffey, Dist. Muskoka, Ont.....	C.N.R.....	40	90 00
Road diversion.....	Bala, Ont.....	C.P.R.....	40	1,200 00
Bells (2) wigwags (2).....	Essa, Ont.....	C.P.R.....	40	1,770 00
Bell (1) wigwags (2).....	Agincourt, Ont.....	C.N.R.....	40	960 00
" (1) " (2).....	Don Mills Road, Ont.....	C.P.R.....	40	1,600 00
Wigwag (1).....	Jane Street, County of York, Ont.....	C.P.R.....	40	760 00
" (1).....	Jane Street, County of York, Ont.....	C.N.R.....	40	413 20
" (1).....	Denison Road, Weston, Ont.....	C.N.R.....	40	281 60
" (1).....	Denison Road, Weston, Ont.....	C.P.R.....	40	1,150 00
" (1).....	Eglinton Avenue, Twp. of York, Ont.....	C.N.R.....	40	281 60
" (1).....	Eglinton Avenue, Twp. of York, Ont.....	C.P.R.....	40	1,480 00
" (1).....	Dufferin Street, Weston, Ont.....	C.P.R.....	40	1,024 00
" (1).....	Dufferin Street, Weston, Ont.....	C.N.R.....	40	434 80

## CONTRIBUTION UNDER DEPARTMENT OF TRANSPORT VOTE No. 585, 1939-40; RE-VOTE No. 456, 1940-41

Automatic gate arm (2).....	Hurontario St., Port Credit, Ont.....	C.N.R.....	100	3,420 00
Bells and wigwags (2).....	Broadway St., Yorkton, Sask.....	C.N.R.....	70	2,320 50
Road diversion.....	Section 19, Twp. 5, W.P.M., Man.....	C.N.R.....	70	584 00
Subway.....	Revelstoke, B.C.....	C.P.R.....	70	60,000 00

## CONTRIBUTION UNDER DEPARTMENT OF TRANSPORT VOTE No. 584, 1939-40, RE-VOTE No. 456 1940-41

Subway.....	Main Street, Coaticook, P.Q.....	C.N.R.....	100	6,050 47
Subway.....	Eighteenth Street, New Toronto, Ontario.....	C.N.R.....	100	12,066 09

## CONTRIBUTION UNDER DEPARTMENT OF TRANSPORT VOTE No. 630, 1938-39, RE-VOTE No. 456 1940-41

Overhead bridge.....	Kenne Station, Ont.....	C.N.R.....	70	3,314 73
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GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, HIGHWAY CROSSINGS, DIVERSIONS, OVERHEAD HIGHWAY CROSSINGS, SUBWAYS, BRIDGES, BELLS AND WIGWAGS, FARM CROSSINGS, REFLECTOR AND FLOODLIGHT SIGNS INSTALLED DURING THE YEAR ENDED DECEMBER 31, 1940

Province	Industrial Siding	Highway Crossings	Highway diversions	Highway Crossings closed	Overhead Highway Crossings	Bridges	Gate and Flash Light	Wigwag	Bell and Wigwag	Subway	Farm Crossings	Electric Gates	Flood Lights	Gates, Manual
British Columbia.....	10	19	0	1	0	4	0	0	0	0	1	0	0	1
Alberta.....	11	18	2	6	1	2	0	0	3	1	0	0	0	0
Saskatchewan.....	4	17	3	4	0	0	0	0	2	0	0	0	0	0
Manitoba.....	11	28	1	4	0	10	0	0	0	0	0	0	0	0
Ontario.....	34	70	1	5	4	5	0	15	13	2	3	4	2	0
Quebec.....	13	24	0	4	2	7	1	1	12	5	1	4	0	0
New Brunswick.....	1	3	0	1	0	0	0	0	0	0	0	0	0	0
Nova Scotia.....	2	10	1	1	1	0	0	0	4	0	0	0	0	0
Prince Edward Island.....	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total.....	86	189	8	26	8	28	1	16	34	8	5	8	2	1



## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of sub-section (5) of Section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000.00 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", to be applied by the Board subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years, and again in 1929. An amount of \$500,000.00 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000.00 from the Unemployment and Farm Relief Fund, 1931-32; \$500,000.00 by special vote of parliament in 1934. In 1938, \$300,000.00 was placed in The Railway Grade Crossing Fund in addition to the usual \$200,000.00 and \$500,000.00 was placed in The Railway Grade Crossing Fund by special vote in 1939: \$1,000,000.00 by the Public Works Construction Act, 1935; \$1,000,000.00 by Vote 420 Special Supplementary Estimates 1936-37; Vote 357 Special Supplementary Estimates 1936-37 - \$1,064,000.00; Vote 630 Supplementary Estimates 1938-39 provided \$1,000,000.00 and Vote 585 Supplementary Estimates 1939-40 provided \$1,000,000.00—making a total provided to the end of the year 1939 of \$13,364,000.00. Out of these funds the sum of \$11,156,184.50 has already been paid.

In 1928, the Railway Act was amended by Chapter 43, 18-19 George V. and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.00. Under the terms of the Public Works Construction Act 1935, Vote 420 of the Special Supplementary Estimates, 1936-37, Vote 357 of the Special Supplementary Estimates, 1937-38, and Vote 630 Supplementary Estimates 1938-39, and Vote 585 Supplementary Estimates 1939-40, grants could be made up to 100 per cent of the cost of construction out of the funds provided under those Acts.

From the 1st day of April, 1909, to the 31st of December, 1940, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1,975 crossings as follows:—

By Automatic interlocking plants.....	14
Closing crossings.....	266
Crossings eliminated.....	111
Diversion and overhead bridge.....	15
Diversion and subway.....	11
Diversion to subway.....	4
Electric bell.....	184
Electric bell and flashlight.....	2
Electric bell and wigwag.....	710
Electric bell, wigwag and gate arm.....	10
Electric flashlight.....	1
Easing curve on approach to bridge.....	1
Gates.....	120
Gates automatic.....	3
Gates electric.....	2
Gates and half interlocker.....	1
Improvement to grade on crossing approaches.....	18
Footbridge.....	1
Lengthening ringing circuit of bell.....	2
Lightning flash signals.....	12
Overhead bridges reconstructed.....	5
Overhead bridges.....	121
Open two level crossings in lieu of replacing wooden bridge.....	1

By Pedestrian subways.....	5
Reflectorized crossing signs.....	3
Shelter (watchman).....	1
Removing obstructions to view and reducing grade.....	6
Removing obstructions to view.....	169
Subways.....	148
Subways reconstructed.....	14
Tunnel.....	1
Floodlights.....	3
Wigwags.....	7
Tower (watchman).....	3

There were 291 highway diversions constructed which made it possible to close 266 crossings, and eliminate traffic from 111 crossings.

During the year 1940, protection was provided at 30 crossings and changed at 12 crossings as follows:—

By Adding gate arms to electric bells and wigwags.....	1
Adding wigwags to existing bells.....	9
Closing crossings.....	3
Electric bells and wigwags.....	19
Subways.....	1
Removing obstructions to view.....	5
Floodlights.....	1
Electric gates, manually operated.....	1
Re-arrange track circuits for bells and wigwags.....	2

Three highway diversions were approved during the year, which made it possible to close 3 crossings.

During the year \$708,015.57 was paid out of the Railway Grade Crossing Funds.

EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS  
1909 TO DECEMBER 31, 1940

Province	Grade Crossing Fund	Per- centage of Total	Municipality	Per- centage of Total	Railway	Per- centage of Total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia..	771,056 41	39.87	751,697 24	38.87	411,199 27	21.26	1,933,952 92
Alberta.....	387,612 67	32.30	413,762 78	34.47	398,880 49	33.23	1,200,255 94
Saskatchewan.....	615,022 98	35.92	767,393 07	44.81	329,991 28	19.27	1,712,407 33
Manitoba.....	344,409 36	43.94	204,762 31	26.12	234,662 26	29.94	783,833 93
Ontario.....	5,753,436 67	20.14	9,234,858 77	32.32	13,582,154 93	47.54	28,570,450 37
Quebec.....	2,283,586 20	39.33	2,693,523 31	46.39	829,509 26	14.28	5,806,618 77
New Brunswick.....	288,622 15	44.75	199,269 61	30.90	157,018 51	24.35	644,910 27
Nova Scotia.....	689,677 53	45.70	579,413 16	38.39	240,139 71	15.91	1,509,230 40
Prince Edward Island.....	22,760 62	60.08	12,822 98	33.85	2,300 94	6.07	37,884 54
	11,156,184 59	40.23	14,857,503 23	36.23	16,185,856 65	23.54	42,199,544 47

The above figures include payments from the Railway Grade Crossing Fund and all other Votes or highway crossing protection.

## APPENDIX "C"

REPORT OF THE DIRECTOR OF OPERATION OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1940

OTTAWA, January 31, 1941.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Transport Commissioners,  
Ottawa, Ont.

DEAR SIR,—I submit, for the Board's thirty-sixth report, the annual report of the Operating Department for the year ended December 31, 1940.

	Year 1940	Last 10-year period
<i>Accidents—</i>		
Total accident reports received from railways and investigated.	1,574	20,716
Total persons killed.....	313	3,050
Total persons injured.....	1,754	22,072
<i>Fatalities—</i>		
Passengers.....	5	67
Employees.....	58	560
Trespassers and others.....	250	2,423
Total.....	313	3,050
<i>Injuries—</i>		
Passengers.....	304	3,477
Employees.....	872	12,962
Trespassers and others.....	578	5,633
Total.....	1,754	22,072
<i>Highway Crossing Accidents—</i>		
Accidents.....	346	2,607
Persons killed.....	133	1,021
Persons injured.....	485	3,516
<i>Motive Power—</i>		
Number of locomotives.....	4,916	52,801
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Stay Bolts, Washouts, Boilers and Appurtenances, etc.....	58,220	634,110
<i>Inspection of Motive Power—</i>		
Locomotives inspected.....	7,756	85,018
Locomotives found defective.....	371	4,589
Defects.....	484	6,071
<i>Locomotive Boilers—</i>		
(Applications for extension of time for removal of flues)—		
Applications received from railways.....	324	2,154
Internal inspections made.....	307	2,040
Applications granted.....	305	2,009
Applications refused.....	2	31
Applications withdrawn or otherwise disposed of.....	6	47
<i>Stationary Boilers—</i>		
Number of stationary boilers.....	1,723	19,542
Inspection reports.....	3,260	40,785
Inspections made.....	764	—
Fire protective appliance inspection reports.....	1,784	—
<i>Safety Appliance and Equipment Inspections—</i>		
Freight cars inspected.....	63,916	671,552
Freight cars found defective.....	3,131	33,131
Defects.....	3,685	37,314
Passenger coaches inspected.....	3,133	—
Passenger coaches found with defects.....	232	—
<i>Inspection of Freight Cars for Correct Tare Weight—</i>		
Number of cars inspected.....	10,964	—
Number of cars found overdue for weighing for tare.....	504	—

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 1,574 involving 2,067 casualties, of which number 313 persons were killed and 1,754 were injured. This is an increase over the previous year of 74 accidents, 1 killed and 51 injured.

Out of a total of 1,574 accidents, involving 2,067 casualties, there were 97 trespassers killed and 96 injured. Reference is made to Statement No. 10 showing by railways and provinces the number of trespassers killed and injured. For the year 1939 there were 130 trespassers killed and 134 injured, this being a decrease of 33 killed and a decrease of 38 injured for the year 1940.

Highway crossing accidents for the year numbered 346, resulting in 133 persons killed and 485 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1939.....	243	102	348
1940.....	346	133	485

Of these 346 accidents, 317 involved motor vehicles resulting in 112 deaths and injured 474. The remainder of the accidents, 29, involved horse-drawn vehicles, pedestrians, etc., and resulted in 21 deaths and injuries to 11 persons.

Of the 346 accidents at highway crossings, 195 occurred during the daytime, and 151 at night.

Accidents to the number of 101 were caused by motor vehicles running into the sides of trains at crossings, resulting in 22 persons being killed and 171 injured. Thirty-five of this class of accident occurred during the daytime and 66 at night. The particulars of this class of accident are as follows:

## MOTOR VEHICLES RUNNING INTO SIDE OF TRAINS

1940	Accidents	Killed	Injured
During daylight hours.....	35	11	44
During night hours.....	66	11	127
	101	22	171
1939			
During daylight hours.....	31	7	52
During night hours.....	49	12	96
	80	19	148
Increase in 1940 over 1939.....	21	3	23

Fifty-seven of the above accidents occurred in Ontario and 14 in Quebec. Therefore, Ontario accounts for more than all the other provinces of Canada put together in this class of accident, and the two provinces of Ontario and Quebec combined account for 71 out of 101 of these particular accidents.

Particulars of highway crossing accidents, protection provided, etc., are shown in Statement Nos. 12 to 20, inclusive. Persual of Statement No. 19 is suggested for general purposes in connection with the crossing accident situation of the past year.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of the Railway Act and the Board's General Orders Nos. 02, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 21 and 22. In connection with cars overdue for weighing for tare it was found that out of 10,964 cars so inspected, 504 were found to be overdue. Attention of the railway was drawn to such cases and cars were worked to a scaling point, weighed and restencilled.



## INSPECTION OF MOTIVE POWER

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

## LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 307 internal examinations of locomotives. Two hundred and ninety-eight applications were granted the full period of time requested.

Upon examination, it was found that 7 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. In two cases the conditions were such that the extensions could not be properly granted, and were refused. Six applications were withdrawn, the others are pending.

Under General Order No. 473, Locomotive Boiler Inspection Order, 58,220 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 4,916 locomotives.

## INSPECTIONS OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 764 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified. In addition, there were received 1,784 reports of monthly inspections of fire protective appliances on stationary boilers under General Order No. 548.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 3,260 report forms of semi-annual and annual inspections were filed during the year, covering 1,723 stationary boilers. The checking and recording of the above-mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

## INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4,307 report forms of inspection were filed during the year, covering 3,637 air reservoirs. Attention is being given to the matter of regulating the system of filing reports and specification cards received from railway companies and the inspections made by our Mechanical Inspectors.

## ABANDONMENT OF LINES

During the year several applications were received from various railways in connection with proposed abandonment of lines. Inspections were made and reported upon in each case, which were then referred to the Board for final disposition.

## INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

## INFLAMMABLE LIQUIDS: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514 and 530 and Circular No. 241, there were 149 applications made to the Board for approval of location of above installations and changes, which were investigated and disposed of as follows, together with nine applications in abeyance from the previous year.

Total applications received.....	149	
In abeyance from previous year.....	9	
	<hr/>	158
How dealt with:		
Plants abandoned.....	1	
Outside scope of Order.....	3	
Cancelled or withdrawn.....	4	
Applications for Amending Orders.....	15	
In abeyance.....	11	
Approved and Orders issued.....	124	

The 124 applications approved covered 8 marine terminals, 2 pipe lines, 31 dykes and 114 bulk storage and distribution plants covering the installation of some 272 storage tanks having a total capacity of approximately 14,660,250 gallons.

The foregoing applications necessitated the examination of 502 plans and profiles.

Particulars of installations are as follows:—

Number of Companies Making Installations	Number of Installations Made During 1940	Number of Tanks Installed During 1940	Total Capacity in gallons
26	121	272	14,660,250

During the year, a number of installations were inspected and in several cases the operating company were requested to make certain changes and provide additional safeguards from the standpoint of general safety. In fourteen cases storage tanks were required to be dyked.

One serious explosion and fire occurred in a bulk storage installation totally destroying the entire plant. This occurrence was fully investigated and the findings warranted action being taken to do away with certain objectionable features common in plants of this character as also to improve housekeeping practices from the standpoint of fire protection.

## REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT OR RAIL

*Revision of Regulations*

Under date of October 11, 1940, the Board approved, under General Order No. 598, The Board of Transport Commissioners for Canada Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight (by rail) and Specifications for Shipping Containers, effective December 2, 1940. The revision of these Regulations, which has been under consideration over an extended period, was undertaken in collaboration with the Bureau of Explosives, manufacturers and shippers of Explosives and Other Dangerous Articles; manufacturers of shipping containers, The Canadian Manufacturers Association

and various Boards of Trade and other interested parties. The Regulations cover 490 paragraphs relative to the preparation, packing, weight and labelling of explosives and other dangerous articles, as also Regulations relative to cars, loading, billing, placarding and movement thereof, as also some 81 specifications as to type and **manner** of construction of containers.

The Regulations, so far as practicable, coincide with the Regulations promulgated by the Interstate Commerce Commission in the United States so that shipments will be interchangeable between the two countries.

During the year 1940 there was a total of two accidents incidental to the transportation of Explosives. No persons were killed or injured. Property loss amounted to \$3.00.

A total of 93 accidents were reported incidental to the transportation of Other Dangerous Articles. No persons were killed or injured. Property loss amounted to \$21,370.00.

In the following summaries "A" and "B" will be found details of the accidents so reported:

### "A"

#### SUMMARY OF REPORTED ACCIDENTS, CAUSING FIRES, PERSONAL INJURIES OR PROPERTY LOSS, OCCURRING IN THE TRANSPORTATION OF EXPLOSIVES DURING THE YEAR 1940.

Articles	Number of Accidents	Persons Killed	Persons Injured	Property Loss	Per cent of Total Property Loss
Blasting caps.....	1	.....	.....	\$ cts.	.....
Explosives, high.....	1	.....	.....	1 00	.....
				2 00	.....
Total, 1940.....	2	.....	.....	3 00	.....

#### SUMMARY OF REPORTED ACCIDENTS, CAUSING FIRES, PERSONAL INJURIES, OR PROPERTY LOSS, OCCURRING IN THE TRANSPORTATION OF OTHER DANGEROUS ARTICLES, DURING THE YEAR 1940.

Class	Number of Accidents	Persons Killed	Persons Injured	Property Loss	Per cent of Total Property Loss
				\$ cts.	
Acid, chlorosuphonic.....	1	.....	.....	1 00	0-0046
" hydrochloric.....	7	.....	.....	53 00	0-2480
" nitric.....	3	.....	.....	60 00	0-2870
" sulphuric.....	9	.....	.....	76 00	0-3090
Alcohol.....	6	.....	.....	4 00	0-0187
Cement, rubber.....	2	.....	.....	3 00	0-0140
Charcoal.....	2	.....	.....	200 00	0-9230
Coal tar, light oil.....	2	.....	.....	1 00	0-0046
Compounds, cleaning, liquid.....	1	.....	.....	35 00	0-1640
Compounds, lacquer, liquid.....	1	.....	.....	2 00	0-0093
Corrosive liquid (not otherwise specified).....	1	.....	.....	25 00	0-1170
Distillate.....	3	.....	.....	3 00	0-0140
Driers.....	1	.....	.....	1 00	0-0046
Gas, compressed.....	4	.....	.....	57 00	0-2670
Gasoline.....	36	.....	.....	20,627 00	96-5230
Lacquer.....	1	.....	.....	3 00	0-0140
Matches, strike anywhere.....	4	.....	.....	178 00	0-8330
Naptha.....	4	.....	.....	.....	.....
Oil, crude.....	4	.....	.....	1 00	0-0046
Rags, wet.....	1	.....	.....	40 00	0-1870
Total, 1940.....	93	.....	.....	21,370 00	100-0



## COMPRESSED GASES—COMMITTEE ON CYLINDERS FOR COMPRESSED GASES

As reported in the Board's report for the year ended December 31, 1938, data obtained from the investigations carried out by the Special Committee on Cylinders for Compressed Gases, set up by the National Research Council, upon the application of the Board, proved of great value in checking the specifications covering the manufacture of steel cylinders, as also the regulations relative to charging and testing of cylinders, in connection with the revision of the regulations.

During the year, the failure of a pintsch gas cylinder was reported. This cylinder exploded while standing in the open at a railway terminal. Fortunately, no person was injured and only slight damage to a private dwelling some distance away was done. The damaged cylinder and the character of the gas was subjected to a most intensive investigation by the Special Committee on Cylinders as also by the owners. Following the failure of this cylinder, the industry was required to reduce the maximum pressure on all remaining cylinders of the series in service, pending the findings of the investigation. Later, as a result of the data thus obtained all cylinders in service of this type and series were taken out of service and replaced by new cylinders, manufactured in accordance with a revised specification.

## LIQUEFIED PETROLEUM GASES: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under date of August 21, 1940, the Board promulgated General Order No. 597 covering Regulations for the Handling and Storage of Liquefied Petroleum Gases on or adjacent to railway property. The Regulations govern the location and regulate and control the operation of tank car loading racks, tank car unloading standards or points, marine terminals when served by a railway, storage containers, vaporizers and regulator stations, pipe lines, refineries, or any installation or works for the handling, manufacturing processing and storage of liquefied petroleum gases such as methane, ethane, propane, butane and mixtures thereof.

During the year, applications were dealt with covering the installation of containers, as also extensions to plants already installed.

## RAILWAY FIRE PREVENTION

General Order of the Board No. 548, Sections 280 and 281 of the Railway Act.

## FIRE HAZARD AND WEATHER CONDITIONS

NOVA SCOTIA.—During April, May and June precipitation throughout the Province was considerably above normal, July and August being hot and dry with severe fire hazard. The latter part of the fire season being normal with intermittent rains. Railway caused fires were 83.23 per cent below the last ten-year average.

NEW BRUNSWICK.—April was cold and wet. May started in wet with dry days alternating. Higher temperatures were experienced during the latter part of the month. Precipitation during June and July was above normal. August opened fair with higher temperatures. A few days of low humidity were followed by heavy rains and the month ended fair and cool. September was wet. First two weeks of October were fair and cool followed by rain and snow. Railway caused fires were 3.76 per cent above the last ten-year average.



QUEBEC.—In general the months of May, August, September and October were dry. Precipitation during June was above the normal, while the month of July was exceedingly dry throughout the province. Railway caused fires were 5.56 per cent above the last ten-year average.

ONTARIO.—The spring fire hazard was high throughout the province and a very high fire hazard developed in the north-western areas of the province during the latter portion of the fire season. In the eastern areas of the province, however, the fire hazard was generally normal to low after the rains early in June. Railway caused fires were 33.34 per cent below the last ten-year average.

MANITOBA.—A very hazardous fire season was experienced during 1940, the number of fires reported in the province being the highest since 1929. Fires caused by railways were few and damage caused slight. Snowfall during the winter was below normal. A heavy snowfall the latter part of April in the south-eastern sections relieved the situation, but in the western and central portions of the province, practically no precipitation occurred during the spring, resulting in a serious fire situation during May, which was temporarily alleviated by rains in June.

Drought conditions prevailed again by the middle of July and continued up to the end of August, when rains ended the drought in the western districts and in the inter-lake and eastern areas the latter part of October.

Railway caused fires were 16.67 per cent below the last ten-year average.

SASKATCHEWAN.—Owing to lack of precipitation in the Fall of 1939, the fire hazard was unusually high in the northern forested districts.

In the Hudson Bay Junction District the fire season opened the latter part of April and continued without a break until snowfall during the first week of November. In the Prince Albert District the fire hazard was unusually high and closed with practically no moisture in the soil.

Although considerable precipitation was experienced in the Meadow Lake District, the fire season proved to be a disastrous one, due to there being no reserve moisture in the spring and long spells of exceptionally high temperature. Due to lack of moisture in the ground all fires became ground fires and were still burning under the snow at the end of November.

Railway caused fires were 34.08 per cent below the last ten-year average.

ALBERTA.—In the Peace River and Slave Lake districts the fire hazard was low due mainly to an abundance of sub-soil moisture. The McMurray district experienced very little moisture throughout the season, with hot, dry winds prevailing most of the time. These conditions lasted throughout the season until snowfall. It was in the McMurray district that one of the most severe railway fires occurred, particulars of which will be found in the paragraph dealing with Fire Statistics.

A spring fire hazard was experienced in the central and southern district which was relieved by rainfalls until mid-summer, at which time this hazard rose again and was not relieved until a general snowfall in October.

BRITISH COLUMBIA.—Precipitation in the interior was below normal during January, May, June and August, which, in spite of some moisture accumulation from February to April, raised the fire record in the interior above the ten-year average.

Although precipitation was abnormal during July, disastrous lightning strikes were experienced. Conditions on the Coast regions varied greatly from month to month, but generally the fire situation was little worse than normal, while along the transcontinental lines of the C.N.R. conditions were favourable.

The record of railway caused fires was 29.53 per cent below the last ten-year average.

## ORGANIZATION

Under the co-operative arrangements inaugurated in 1912, with the various Dominion and Provincial Forest Services, 196 officers and men of such services were under appointment as ex-officio officers of the Board, distributed as follows:

Nova Scotia, Department of Lands and Forests.....	21
New Brunswick, Department of Lands and Mines, Forest Service.....	11
Quebec, Department of Lands and Forests, Forest Protective Service.....	33
Ontario, Department of Lands and Forests, Forestry Branch.....	58
Manitoba, Department of Mines and Natural Resources, Forest Service.....	5
Saskatchewan, Department of Natural Resources, Office of Director of Forests.....	5
Alberta, Department of Lands and Mines, Office of the Director of Forestry.....	9
British Columbia, Department of Lands, Forest Branch.....	50
Dominion of Canada, Department of Mines and Resources, National Parks Bureau.....	3
Yukon Territory, Royal Canadian Mounted Police.....	1

Of the above, eight officers were given appointments as inspectors of fire protective appliances on locomotives, distributed as follows:—

Nova Scotia, Department of Lands and Forests.....	1
New Brunswick, Department of Lands and Mines, Forest Service.....	2
Quebec, Department of Lands and Forests, Forest Protective Service.....	2
British Columbia, Department of Lands and Forests, Forest Branch.....	3

During the fire season of 1940 these officers inspected the fire protective appliances on 1,469 locomotives. In addition, fire protective appliances were inspected on 3,700 locomotives by the Board's permanent staff, making a combined total of 5,169 locomotives inspected in connection with railway fire prevention.

## INSPECTIONS MADE BY PROVINCIAL INSPECTORS

Number of locomotive fire protective appliances inspected.....	1,469
Number of locomotive fire protective appliances defective.....	21
Percentage defective.....	1.04

## INSPECTIONS MADE BY BOARD'S INSPECTORS

Number of locomotive fire protective appliances inspected.....	3,700
Number of locomotive fire protective appliances defective.....	22
Percentage defective.....	0.59

## RAILWAY FIRE PATROLS

Statistics as to railway forested mileage upon which patrols are prescribed follow:

Total miles of railway classified as being in forested territory for fire protection purposes.....	13,930
Special section patrols prescribed on.....	6,223
Special velocipede patrols prescribed on.....	93
Special power speeder patrols prescribed on.....	1,248
Total miles on which special patrol prescribed.....	7,564
Total special patrolmen (estimated).....	1,009
Average number of miles of track per patrolman.....	7.50
Total miles of forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees.....	6,365

## FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,930 miles are classified as traversing forested territory. During the fire season of 1940, railways are reported as having caused 195 fires in such territory. These fires burned over a total of 87,308 acres, with forest and other property loss valued at \$15,831. Of this area 71,189 acres were young forest growth, 123 acres merchantable timber and 102 acres slashing or old burn not restocking, while

15,894 acres were non-forest land. The area of forest land burned over was thus 71,414 acres, or 81.80 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$15,062.00 or 95.14 per cent of the total damage; forest products valued at \$68.00 or 0.43 per cent, and improved property in some form, valued at \$701.00 or 4.43 per cent of the total, were also destroyed. Of the 195 fires attributed to the railways, 38.46 per cent were incipient, 50.77 per cent covered between one-fourth acre and ten acres each, while 10.77 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 13 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements Nos. 24, 25 and 26 showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ash pans of locomotives, or other portable boilers.

The employee fires were mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 74.87 per cent of the total number of railway fires and these burned 19.65 per cent of the total area, causing 9.02 per cent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 25.13 per cent of the number, 80.35 per cent of the area and 90.98 per cent of the total monetary loss.

Ninety-three fires originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 60 are charged to campers and travellers, 17 to settlers and 16 to other known causes; 31 were incipient, 54 burned one-fourth acre to ten acres each and 8 burned more than ten acres each. These fires burned over 546 acres of young forest growth, 522 acres of merchantable timber, 150 acres of slash or old burn not restocking and 932 acres of non-forest lands, with total damage to forest and other property estimated at \$4,142.

Fires of unknown origin originating within 300 feet of track totalled 52, burning over 5,874 acres, with forest and other property loss valued at \$1,573.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes total 340, burning an area of 95,332 acres of forest and non-forest land, with total estimated damage of \$21,546.

Forest valuations given above are based upon stumpage values.

The bulk of the area burned and damage reported due to railway-caused fires, occurred in Northern Alberta, where one severe fire on the Northern Alberta Railways burned over an area of 83,420 acres, doing damage estimated at \$14,202.00. This fire resulted from the burning of old ties.

Unfortunately, a sudden change in wind direction caused the fire to spread into the underbrush and muskeg ground. This fire was fought from July 27 to October 12, before being finally brought under control.

It is regrettable that a fire of this character and size should have occurred, as the excellent record as to fires caused by railway operation since 1923 throughout the Dominion has been rudely shattered. In this respect, this one fire is responsible for burning over 95.55 per cent of the total area reported burned over, and doing 89.71 per cent of the total damage caused by all railway-caused fires in the Dominion during the fire season of 1940.

#### RIGHT OF WAY CLEARING

During the season of 1940 the requirements of Sections 280 and 281 of the Railway Act and of Regulation 27 of General Order No. 548 have been carried out in a reasonably satisfactory manner. Some 108 miles of heavy growth on certain rights of way in the Province of Quebec were cut. Fall and Spring burning off of the annual growth of grass and weeds was in some districts delayed or prevented due to either wet or too dry conditions. On lines where this occurred it is expected to secure a good burn-off during the Spring of 1941.



## FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements, 5,432.55 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

## FIRE GUARDS, 1940

Railway	Mileage both sides of track to be accounted for, exclusive of approved exemptions	Fire guard mileage constructed or maintained during year	Per cent completion
Canadian Pacific Railway.....	3,446.50	3,245.25	94.16
Canadian National Railways.....	3,234.70	2,161.10	66.81
Northern Alberta Railways.....	28.30	26.20	92.58
	6,709.50	5,432.55	80.97

For convenience, all detailed statements are indexed as follows:

- Statement Number One: Number of passengers, employees and others killed and injured on railways.
- Statement Number Two: Comparative statement of killed and injured on railways for years 1939 and 1940.
- Statement Number Three: Passengers, employees and others killed and injured, showing nature of accidents.
- Statement Number Four: Character of accidents and number killed and injured on railways.
- Statement Number Five: Comparative statement of classes of accidents for years 1939 and 1940.
- Statement Number Six: Comparative totals by railways of killed and injured for years 1939 and 1940.
- Statement Number Seven: Collision involving personal injury.
- Statement Number Eight: Derailments involving personal injury.
- Statement Number Nine: Comparative number of killed and injured on railways for ten years ended December 31, 1940.
- Statement Number Ten: Number of trespassers killed and injured.
- Statement Number Eleven: Showing more prominent accidents on railways for five-year period.
- Statement Number Twelve: Protection provided at highway crossings during 1940.
- Statement Number Thirteen: Nature of highway crossing protection completed in each province during 1940.
- Statement Number Fourteen: Number of highway crossing accidents, killed and injured in each province during 1940.
- Statement Number Fifteen: Comparative statement for ten years of crossing accidents, with particulars of protection or non-protection in effect.
- Statement Number Sixteen: Summary of highway crossing accidents for ten-year period ended December 31, 1940.
- Statement Number Seventeen: Crossing accidents separating motor vehicles and others, ten-year period.
- Statement Number Eighteen: Locations of highway crossing accidents.
- Statement Number Nineteen: Contributory factors in highway crossing accidents.
- Statement Number Twenty: Graphic chart showing accidents, killed and injured at highway crossings.



## TRANSPORT COMMISSIONERS OF CANADA

Statement Number Twenty-one: Particulars of freight equipment inspected.

Statement Number Twenty-two: Defective safety appliances on freight cars.

Statement Number Twenty-three: Particulars of locomotives inspected.

Statement Number Twenty-four: Summary of fires in forest sections within 300 feet of railway.

Statement Number Twenty-five: Summary of fires of railway origin in forest sections.

Statement Number Twenty-six: Summary by provinces of fires reported.

In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 346,650 miles by Officers of this Department.

Respectfully submitted.

C. C. STIBBARD,

*Director of Operation.*

STATEMENT No. 1.—Passengers, employees and others killed and injured on railways under the Board's jurisdiction for year ended December 31, 1940

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	3	128	39	388	130	298	728	172	814
Canadian Pacific.....	2	146	14	425	91	210	733	107	781
Algoma Central and Hud- son Bay.....						1	1		1
British Columbia Electric Central Vermont.....		12		4	4		3	4	16
Dominion Atlantic.....				3	5	2	1		2
Esquimalt and Nanaimo.....				12	1	6	6	5	4
Essex Terminal.....			2			1	11	3	18
Grand River.....				2		1	1		1
Great Northern.....				2			2		2
Hull Electric.....				2			2		2
Lake Erie and Northern.....					1		1	1	
London and Port Stanley.....				1		8	3		9
Michigan Central.....		2			2	5	2	2	5
Midland Railway of Mani- toba.....			1	10	7	9	22	8	21
Montreal and Southern Counties.....						4	2		4
Napierville Junction.....		7		1		6	6		14
New York Central.....		1		1			2		2
Niagara, St. Catharines and Toronto.....		2		1	2	2	7	2	5
Nipissing Central.....						5	2		5
Northern Alberta.....						7	2		7
Oshawa Railway.....		1		1	1	1	4	1	3
Pere Marquette.....					1	1	2	1	1
Quebec Central.....				2	1	5	6	1	7
Quebec Railway, Light and Power Company.....		2		3	4	4	7	4	9
Toronto, Hamilton and Buffalo.....		2		2			1		4
Toronto Terminals.....		1	1	14		2	16	1	17
			1				1	1	
	5	304	58	872	250	578	1,574	313	1,754

STATEMENT No. 2.—Comparative statement of killed and injured for years ended December 31, 1939, and December 31, 1940

	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1940.....	5	304	58	872	250	578	1,574	313	1,754
1939.....	3	374	57	820	252	509	1,500	312	1,703
Increase.....	2		1	52		69	74	1	51
Decrease.....		70			2				

## STATEMENT No. 3.—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1940

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....		29	3	31		2	19	3	62
Collision head-on.....		37	1	26			7	1	63
Collision rear-end.....		26		16			13		42
Collision in yard.....				4			4		4
Equipment struck in yard during switching or transfer movement.....				12			7		12
Sideswipe.....		11	1	9		1	8	1	21
Public highway crossing protected by gates.....					4	10	10	4	10
Public highway crossing protected by lightning flash signal.....						2	2		2
Public highway crossing protected by bell.....				2	3	2	6	3	4
Public highway crossing protected by bell and wigwag.....					34	61	46	34	61
Public highway crossing protected by watchman.....					2	6	4	2	6
Public highway crossing unprotected.....		3	2	47	88	352	278	90	402
Private crossing.....					13	13	21	13	13
Trespassing.....					97	96	192	97	96
Working on or about engine				61			55		61
Miscellaneous.....	1	12	3	70	5	16	105	9	98
Adjusting couplers, coup- ling and uncoupling.....			4	17			21	4	17
Run down by engine or car between stations.....			6	2			8	6	2
Accidents caused by hand car, motor or velocipede.....			1	63	1	1	50	2	64
Hand car, motor car, velo- cipedes struck by train.....			5	21			17	5	21
Struck by engine or cars on adjoining track.....			1	15			16	1	15
Struck by switch stand, water spout, mail crane, or other projection.....				14			14		14
Crushed between cars and buildings, lumber piles.....				1			1		1
Getting on and off pas- senger train.....	1	38		2		4	44	1	44
Injured when taking coal or water.....				20			20		20
Rock slides, or other ob- structions on track.....		1		2			2		3
Rough coupling.....		4		34		3	36		41
Riding on pilot or foot- board of engine.....				9			9		9
Obstructions, overhead and on ground.....				9			9		9
Falling off top of car.....			2	29			31	2	29
Falling between cars.....			1	3			4	1	3
Application and handling of air brakes, stopping of trains and adjusting slack.....		12		70		2	73		84
Employees getting off train in motion.....			4	44			47	4	44
Employees boarding train in motion.....				43			43		43
Slipped on ice.....				21			21		21
Doors closing and other minor accidents in bag- gage cars and coaches.....		110		26		3	137		39

STATEMENT No. 3.—Passengers, employees and others killed and injured, and nature of accidents, for year ended December 31, 1940—*Concluded*

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Run down by engine or cars at stations or in yards.....			16	19	1		36	16	20
Caught in frog, guard rail, or switch rod.....				3			3		3
Caught by engine or car while throwing switch.....			1	1			2	1	1
Falling off side and end ladders of cars.....			1	37			38	1	37
While working handbrake.....			1	45			46	1	45
Handling freight and baggage.....				7			7		7
Loading and unloading O.C.S. material.....			1	16		2	19	1	18
Work train equipment, coal chutes and water tanks.....				4			4		4
Cars moved while being loaded or unloaded.....						1	1		1
Carmen working on or under cars on running track when moved.....				2			2		2
Chaining and unchaining cars.....				1			1		1
Coupling and uncoupling hose.....			1	8			9	1	8
Turning angle-cock.....				1			1		1
Coach window falling.....		9					9		9
Loads shifting in transit or switching.....				1			1		1
Falling or jumping off passenger trains between stations.....	3	10		1			12	3	11
Washouts.....		2	3	3	3		3	6	5
	5	304	58	872	250	578	1,574	313	1,754























## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT No. 5.—Comparative statement in totals of killed and injured, by class of accident, for years ended December 31, 1939, and December 31, 1940

	1939			1940			Increase			Decrease		
	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured
Derailment.....	12	4	89	19	3	62	7				1	27
Collision head-on.....	7	4	84	7	1	63					3	21
Collision rear-end.....	7	3	12	13		42			30		3	
Collision in yard.....	3		11	4		4	1					7
Collision at diamond crossing.....	1		1							1		1
Equipment struck in yard during switch- ing or transfer movement.....	1		1	7		12	6		11			
Sideswipe.....	8	3	62	8	1	21					2	41
Public highway crossing protected by gates.....	7	2	8	10	4	10	3	2	2			
Public highway crossing protected by lightning flash signal.....				2		2	2		2			
Public highway crossing protected by bell	6	2	8	6	3	4		1				4
Public highway crossing protected by bell and wigwag.....	34	15	43	46	34	61	12	19	18			
Public highway crossing protected by watchman.....	5	2	13	4	2	6				1		7
Public highway crossing unprotected.....	191	81	276	278	90	402	87	9	126			
Private crossing.....	28	14	32	21	13	13				7	1	19
Trespassing.....	261	130	184	192	97	96				69	33	38
Working on or about engine.....	64	1	64	55		61				9	1	3
Miscellaneous.....	124	10	122	105		98				19	1	24
Adjusting couplers, coupling and un- coupling.....	18	1	17	21	4	17	3	3				
Run down by engine or car between sta- tions.....				8	6	2	8	6	2			
Accidents caused by hand car, motor or velocipede.....	51	7	62	50	2	64			2	1	5	
Hand car, motor car, velocipede struck by train.....	16	6	13	17	5	21	1		8		1	
Crawling between cars, over couplers.....	2		1							2		2
Passing between cars, between couplers.....	2	1	1								1	1
Struck by engine or cars on adjoining track	9	2	7	16	1	15	7		8			
Struck by switch stand, water spout, mail crane, or other projection.....	8		8	14		14	6		6			
Crushed between cars and buildings, lumber piles.....	6	1	5	1		1				5	1	4
Getting on and off passenger train.....	60		60	44	1	44		1		16		16
Injured when taking coal or water.....	21		21	20		20				1		1
Rocksides, or other obstructions on track	5	2	6	2		3				3	2	3
Rough on pilot, or footboard of engine.....	21		23	36		41	15		18			
Riding on pilot, or footboard of engine.....	11	1	10	9		9				2	1	1
Obstructions, overhead and on ground.....	5		5	9		9	4		4			
Repairing cars on repair track when stopped.....	1		1							1		1
Falling off top of car.....	33	1	32	31		29		1		2		3
Falling between cars.....	1		1	4	1	3	3	1	2			
Application and handling of air brakes, stopping of trains and adjusting slack.....	77		87	73		84				4		3
Employees getting off train in motion.....	37		37	47	4	44	10	4	7			
Employees boarding train in motion.....	48	2	46	43		43				5	2	3
Slipping on ice.....	31		31	21		21				10		10
Doors closing and other minor accidents in baggage cars and coaches.....	105		105	137		139	32		31			
Run down by engine or cars at stations or in yard.....	30	13	17	36	16	20	6	3	3			
Passing too close around end of string of cars.....	1		1									1
Caught in frog, guard rail, or switch rod.....	2		2	3		3	1		1			
Caught by engine or car while throwing switch.....				2	1	1	2	1	1			
Falling off side and end ladders of cars.....	25		25	38	1	37	13	1	12			
While working hand brake.....	30	2	28	46	1	45	16		17		1	
Handling freight and baggage.....	14		14	19		7						
Loading and unloading O. C. S. material.....	19	1	19	19	1	18						1
Work train equipment, coal chutes and water tanks.....	16	1	16	4		4				12	1	12
Cars moved while being loaded or un- loaded.....	1		1	1		1						
Carmen working on or under cars on running track when moved.....	1		1	2		2	1		1			
Chaining and unchaining cars.....				1		1		1				
Coupling and uncoupling hose.....	2		2	1		1		1				1
Trailing uncoupled hose.....	10		10	9		9						1
Coach window falling.....	2		2	1		1				1		1
Loads shifting in transit or switching.....	2											
Falling or jumping off passenger train between stations.....	9		9	12	3	11	3	3	2			
Cars running away; not under control.....	2		4	3		5	3	6	5			4
Washout.....												
	1,500	312	1,703	1,574	313	1,754	259	62	320	155	61	269
							Accidents	Killed	Injured			
1939.....							1,500	312				
1940.....							1,574	313				
Increase.....							74	1				51

STATEMENT No. 6.—Comparative statement in totals of killed and injured for years ended December 31, 1939, and December 31, 1940

Railway	1939		1940		Increase		Decrease	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Canadian National.....	158	821	172	814	14			7
Canadian Pacific.....	129	714	107	781		67	22	
Algoma Central and Hudson Bay.....	1	2		1			1	
British Columbia Electric.....		9	4	16	4	7		
Central Vermont.....		5		2				3
Dominion Atlantic.....	4	8	5	4	1			4
Esquimalt and Nanaimo.....	1	5	3	18	2	13		
Essex Terminal.....	1	9		1			1	8
Grand River.....		4		2				2
Great Northern.....	1			2		2	1	
Hull Electric.....			1		1			
Lake Erie and Northern.....		4		9		5		
London and Port Stanley.....			2	5	2	5		
Maritime Coal, Railway and Power Company.....		4						4
Michigan Central.....	7	12	8	21	1	9		
Midland Railway of Manitoba.....				4		4		
Montreal and Southern Counties.....	1	1		14		13	1	
Napierville Junction.....		2		2				
National Harbour Board.....	1						1	
New York Central.....	1	5	2	5	1			
Niagara, St. Catharines and Toronto.....	1	56		5			1	51
Nipissing Central.....		2		7		5		
Northern Alberta.....		1	1	3	1	2		
Oshawa Railway.....		2	1	1	1			1
Pere Marquette.....	2	5	1	7		2	1	
Quebec Central.....	1	5	4	9	3	4		
Quebec Railway, Light and Power Company.....	1			4		4	1	
Sydney and Louisburg.....		6						6
Temiscouata.....		1						1
Toronto Terminals.....	1		1					
Toronto, Hamilton and Buffalo.....	1	20	1	17				3
	312	1,703	313	1,754	31	142	30	91

	Accidents	Killed	Injured
1939.....	1,500	312	1,703
1940.....	1,574	313	1,754
Increase.....	74	1	51

STATEMENT No. 7.—Collisions involving personal injury during the year ended December 31, 1940

Investi- gation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
34097	Mar. 9	C.N.R....	Mulgrave Sub., Mileage 87.....	N.S.....		2	Collision rear-end.
34299	June 12	C.N.R....	Toronto; Newmarket Sub., Mile- age 3-15.....	Ont.....		2	Collision head-on.
34413	June 7	C.N.R....	Rimouski.....	Que.....		1	Collision in yard.
34329	June 24	C.N.R....	Winnipeg, Fort Rouge Yard.....	Man.....		1	Collision head-on.
34442	July 25	C.N.R....	Strathroy Yard.....	Ont.....		3	Collision rear-end.
34667	Sept. 15	C.N.R....	Sayabec; Matapedia Sub., Mile- age 75-86.....	Que.....		3	Collision rear-end.
34718	Oct. 12	C.N.R....	Lac Long, Passing Track, 1 Mile South of Jonquiere Sub., Mile- age 140.....	Que.....		3	Collision head-on.
34887	Nov. 14	C.N.R....	Milford; Bedford Sub., Mileage 38.....	N.S.....		15	Collision head-on.

STATEMENT No. 7.—Collisions involving personal injury during the year ended December 31, 1940—*Concluded*

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
34917	Dec. 3	C.N.R.	Odlum Junction; Harcourt Sub.	N.B.		2	Collision head-on.
34993	Dec. 23	C.N.R.	White Otter; Caramat Sub., Mileage 48-2.	Ont.	1		Collision head-on.
74013	Dec. 19	C.N.R.	Marshy Hope; Mulgrave Sub., Mileage 70-81.	N.S.		1	Collision rear-end.
34070	Mar. 15	C.P.R.	Brooks Sub., Mileage 18-4.	Alta.		40	Collision head-on.
34128	Apr. 13	C.P.R.	Kaministiquia Sub., Mileage 19-5.	Ont.		4	Collision rear-end.
34420	June 18	C.P.R.	Mobert.	Ont.		1	Collision rear-end.
34305	June 18	C.P.R.	Medicine Hat Yard	Alta.		1	Collision in yard.
34437	June 28	C.P.R.	Toronto, Coach Yard	Ont.		1	Collision in yard.
34439	July 11	C.P.R.	Bala, 1 Mile South of; MacTier Sub., Mileage 115-9.	Ont.		1	Collision rear-end.
34551	July 6	C.P.R.	Erindale, 1-3 Miles East of; Galt Sub., Mileage 16.	Ont.		2	Collision rear-end.
34485	July 12	C.P.R.	Ottawa West; Prescott Sub., Mileage 0.	Ont.		1	Collision in yard.
34018	Jan. 17	B.C.E.	Vancouver, 33rd Avenue.	B.C.		14	Collision rear-end.
34239	May 24	M. & S.C.	Montreal, Victoria Bridge; Span 12.	Que.		1	Collision rear-end.
34762	Oct. 12	M. & S.C.	St. Lambert.	Que.		4	Collision rear-end.
73934	Nov. 30	M. & S.C.	St. Lambert, East End Junction.	Que.		2	Collision rear-end.
34536	Aug. 7	Que. Rly. Light & Power	Montmorency Falls; Montmorency Sub., Mileage 18-8.	Que.		4	Collision rear-end.
Totals.					1	109	

	Number of Accidents	Killed	Injured
1939	18	7	108
1940	24	1	109
Increase	6		1
Decrease		6	

## STATEMENT No. 8.—Derailments involving personal injury during the year ended December 31, 1940

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
33942	Jan. 14	C.N.R.	St. Ursule; Grandmere Sub., Mileage 50-6.	Que.	1		Train derailed on bridge, causing trestle to collapse.
34022	Jan. 23	C.N.R.	Skeena Sub., Mileage 73-3.	B.C.		3	Train derailed on bridge on account of fire.
34150	Apr. 5	C.N.R.	Waskateneau, near; Coronado Sub., Mileage 48-5.	Alta.		2	Leading wheels of engine derailed at highway crossing, due to heavily packed snow in flangeway.
34188	Apr. 16	C.N.R.	Between Stanhope and Dixville; Sherbrooke Sub., Mileage 128-50.	Que.		1	Broken rail.
34412	June 19	C.N.R.	Chandler Sub., Mileage 15-40.	Que.		2	Lack of side bearing clearance on tender.



STATEMENT No. 8.—Derailments involving personal injury during the year ended December 31, 1940—*Concluded*

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
34347	July 3	C.N.R....	Yale Sub., Mileage 83.5.....	B.C.....		32	Broken rail.
34527	Aug. 8	C.N.R....	Sorel, Inclined track to wharf; Sorel Sub., Mileage 42.4.....	Que.....		1	Improper handling of engine brake.
34607	Aug. 26	C.N.R....	Elrose Sub., Mileage 87.7.....	Sask.....		1	Track fill gave way under load of engine and train.
34703	Sept. 30	C.N.R....	Lyn Junction; Gananoque Sub., Mileage 129.64.....	Ont.....		1	Car split switch points during running switch movement.
34893	Nov. 9	C.N.R....	Miami Sub., Mileage 2.5.....	Man.....		1	Car with high load having broken centre casting.
34999	Dec. 22	C.N.R....	Willow Grove, $\frac{1}{2}$ Mile East; Hagersville Sub., Mileage 21.....	Ont.....	2	1	Slight track irregularities when travelling tender first, coupled with probable water surge in tank of engine tender.
34994	Dec. 27	C.N.R....	St. Eugene; Drummondville Sub.	Que.....		1	Broken tire on wheel of coach.
34117	Mar. 24	C.P.R....	Park Avenue Sub., Mileage 14.2.....	Que.....		3	Snowplows Extra 2624 and Extra 3641 coupled together, struck solid snow bank, derailing both engine and plows.
34540	July 18	C.P.R....	Broadview Sub., Mileage 35.....	Man.....		1	Defective rail.
34589	Aug. 22	C.P.R....	Fairville Yard; St. John Sub., Mileage 2.2.....	N.B.....		1	Car derailed by stick of pulp wood across the rail.
34598	Aug. 26	C.P.R....	Lachute Sub., Mileage 109.7.....	Que.....		3	Broken rail on north side of track due to several transverse fissures.
34242	May 20	Q.C.R....	Between Valley Junction and Ste. Marie; Quebec Sub., Mileage 103.4.....	Que.....		5	Soft embankment and uneven settlement of track, due to frost coming out of ground.
34534	July 1	Q.C.R....	St. Gerard; Quebec Sub., Mileage 41.06.....	Que.....		1	Eighty-five pound rail laid to release eighty-pound rail on lead of siding, near switch point, poor rail connection.
33992	Jan. 24	T.H. & B.	Hamilton, Aberdeen Yard.....	Ont.....		2	Derailment caused by worn and loose condition of frog and guard rail of switch.
Totals.....					3	62	

	Number of Accidents	Killed	Injured
1939.....	12	4	89
1940.....	19	3	62
Increase.....	7	.....	.....
Decrease.....	.....	1	27

## STATEMENT No. 9.—Total number of persons killed and injured on railways for the ten years ended December 31, 1940

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1931.....	9	426	51	1,531	257	723	317	2,680
1932.....	5	231	53	1,258	230	543	288	2,032
1933.....	5	244	44	1,272	207	521	256	2,037
1934.....	17	315	53	1,542	227	491	297	2,348
1935.....	9	375	50	1,617	256	543	315	2,535
1936.....	3	425	79	1,955	251	592	333	2,972
1937.....	7	412	67	1,281	266	656	340	2,349
1938.....	4	371	48	814	227	477	279	1,662
1939.....	3	374	57	820	252	509	312	1,703
1940.....	5	304	58	872	250	578	313	1,754
	67	3,477	560	12,962	2,423	5,633	3,050	22,072



STATEMENT No. 10.—Trespassers killed and injured, by provinces and railways, for year ended December 31, 1940

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Totals												
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acci- dent	Killed	Injured										
Canadian National.....				16	11	5	3	3	1	16	7	9	37	19	18	4	1	3	6	2	4	5	3	2	5	4	1	92	50	43	
Canadian Pacific.....							3	2	1	14	7	7	33	14	19	6	5	1	14	6	8	9	7	2	11	1	10	90	42	48	
Algoma Central and Hudson Bay.....													1		1													1		1	
Dominion Atlantic.....				1	1																							1	1		
Montreal and Southern Com- panies.....										1		1																1		1	
New York Central.....													1		1													1		1	
Nipissing Central.....										1		1																1		1	
Northern Alberta.....																					1	1						1	1	1	
Oshawa Railway.....													2	1	1													2	1	1	
Quebec Central.....										2	2																	2	2		
				17	12	5	6	5	2	34	16	18	74	34	40	10	6	4	20	8	12	15	11	4	16	5	11	192	97	96	

Acc.—Accidents. K.—Killed. I.—Injured.

STATEMENT No. 11.—Persons killed and injured in the more prominent accidents on the various railways, under the jurisdiction of the Board, shown separately for years ended December 31, 1936, 1937, 1938, 1939 and 1940

	1936		1937		1938		1939		1940		Total	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailment.....	23	98	18	117	9	109	4	89	3	62	57	475
Collision head-on.....	1	32	7	41	.....	5	4	84	1	63	13	225
Collision rear-end.....	1	51	3	26	1	22	3	12	.....	42	8	153
Collision in yard.....	1	33	1	21	1	33	.....	11	.....	4	3	102
Collision with cars ac- count open switch.....	3	14	.....	.....	.....	8	.....	.....	.....	.....	3	22
Collision at level dia- mond crossing.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Highway crossings pro- tected.....	15	45	22	84	14	42	21	72	43	83	115	326
Highway crossings un- protected.....	98	322	92	327	82	258	81	276	90	402	443	1,585
Adjusting couplers, coup- ling and uncoupling....	1	58	3	56	7	26	1	17	4	17	16	174
Trespassing.....	122	161	122	159	119	151	130	134	97	96	590	701
Hand car, motor car, velocipede struck by train.....	7	18	10	29	5	15	6	13	5	21	33	96
Struck by switch stand, water spout, mail crane, or other projec- tion.....	1	33	2	20	.....	11	.....	8	.....	14	3	86
Crushed between cars and buildings, lumber piles.....	.....	6	.....	7	.....	6	1	5	.....	1	1	25
Getting on and off pas- senger train.....	2	95	5	98	1	60	.....	60	1	44	9	357
Falling off top of car....	3	37	1	15	3	18	1	32	2	29	10	131
Falling between cars....	2	7	1	4	1	4	.....	1	1	3	5	19
Employees getting off train in motion.....	3	66	2	100	2	41	.....	37	4	44	11	288
Employees boarding train in motion.....	2	58	2	72	.....	35	2	46	.....	43	6	254
Run down by engine or cars at stations or in yards.....	22	36	14	31	10	22	13	17	16	20	75	126
Explosion of locomotive boiler.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3	.....
	307	1,170	308	1,207	255	866	267	915	267	988	1,404	5,146

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1940

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
26807-129		Swift Current, Vanguard Sub., Mileage 1-14, Sask.	C.P.R.	Approaches graded.	May 3, 1940
26807-131		Pilot Butte Station; Indian Head Sub., Mileage 83-5, Sask.	C.P.R.	South approach graded to comply with Board's requirement of 5% grade.	Sept. 19, 1940
33229-74	58094	Sussex, Main Street; Sussex Sub., N.B.	C.N.R.	Single bell and wigwag installed together with reflector buttons upon gates already installed.	Jan. 20, 1940
27218-139	58318	Belmont Station, 350 feet east of; Springhill Sub., Mileage 7-5, N.S.	C.N.R.	Additional track across highway 350 feet east of Belmont Station constructed. Double bells and wigwags installed.	June 19, 1940
26711-324	58826	Canfield Junction, 3 miles east of; Cayuga Sub., Mileage 39-27, Ont.	C.N.R.	Additional bell and wigwag installed; formerly single bell and wigwag.	June 24, 1940
9437-116	58873	St. Johns, St. James Street, Que.	C.N.R.	Double bells and wigwags installed; formerly mechanical gates.	July 4, 1940
26935-3	50148	Dunnville, 1 mile east of; Forks Road, Ont.	C.N.R.	Two wigwags and 1 bell installed; formerly bell	July 27, 1940
27467-64	58564	Yorkton, Broadway Street; Yorkton Sub., Mileage 24-8, Sask.	C.N.R.	Double bells and wigwags installed; formerly bell in northwest corner.	Aug. 22, 1940
37134	58934	Quebec City, Ramsay Street, North of; (private crossing), Que.	C.N.R.	Single bell and wigwag, manually operated, installed; formerly gate.	July 31, 1940
27218-96	58981	Little Harbour; Mulgrave Sub., Mileage 44-55, N.S.	C.N.R.	Single bell and wigwag installed; formerly bell.	Sept. 16, 1940
27218-15	57994	Westville, South Main Street, N.S.	C.N.R.	Double bells and wigwags installed; formerly gates	Sept. 9, 1940
27218-46	59029	Bogerman's Crossing; Bedford Sub., Mileage 62-75, N.S.	C.N.R.	Double bells and wigwags installed; formerly unprotected.	Sept. 10, 1940
27218-46	59029	Truro, Willow Street; Bedford Sub., Mileage 1-39, N.S.	C.N.R.	Double bells and wigwags installed; formerly unprotected.	Sept. 10, 1940
42564	59029	Truro, Kauback Street; Bedford Sub., Mileage 1-82, N.S.	C.N.R.	Single bell and wigwag installed; formerly unprotected.	Sept. 10, 1940
36600-14	59180	Deschambault, near; La Tuque Sub., Mileage 32-34, Que.	C.N.R.	Double bells and wigwags installed; formerly unprotected.	Sept. 20, 1940
40975	59381	Parry Sound, North of; Sudbury Sub., Mileage 4-5, Highway No. 69, Ont.	C.N.R.	Two wigwags and one bell installed; formerly unprotected.	Oct. 24, 1940
26727-444	58333	Bala, North of; MacTier Sub., Mileage 116-10, Ont.	C.P.R.	Two wigwags and one bell installed; formerly unprotected.	Mar. 7, 1940
26727-221	58964	Summerville, Brown's Line; Galt Sub., Mileage 10-87, Ont.	C.P.R.	Two wigwags and one bell installed; formerly unprotected.	June 5, 1940
36465-28	(57771) (57814)	Town of Macleod; Crowsnest Sub., Mileage 30-7, Alta.	C.P.R.	Highway diversion; new crossing constructed; single bell and wigwag installed; 3 crossings closed at Mileages 27-8, 29-8 and 30-08, Crowsnest Sub., Alta.	April 2, 1940

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27156-223	58416	Canterbury Village; Shogomoc Sub., Mileage 22-6, N.B.	C.P.R.	One bell and two wigwags installed; formerly un-protected.	Sept. 10, 1940
27156-157	57893	Degosbois, Highway No. 11; Ste. Agathe Sub., Mileage 49-25, Que.	C.P.R.	Highway diversion; new crossing constructed; single bell and wigwag installed; 1 crossing closed at Mileage 49-23, Ste. Agathe Sub., Que.	Sept. 19, 1940
42097	57917	St. Jerome, 2½ miles from; near Montfort Junction Station; Ste. Agathe Sub., Mileage 12-05, Que.	C.P.R.	Two wigwags and one bell installed; formerly un-protected.	Oct. 31, 1940
28300-35	57812	Scottstown Station, near; Moganic Sub., Mileage 24-98, Que.	C.P.R.	Two wigwags and 1 bell installed; formerly bell...	Oct. 31, 1940
35460-8	58139	Auburn; Kentville Sub., Mileage 19-31, N.S.	D.A.R.	Single bell and wigwag installed; formerly un-protected.	June 18, 1940
	57862	Kitchener Station, 1st Crossing South; Doon Road, Ont.	G.R.R.	Existing crossing at Doon Road, G.R.R., extended over C.P.R. Electric Line; single bell and wigwag installed; formerly unprotected.	May 31, 1940
27270-2	58860	Kanawaki, 1-7 miles south of; Primeau Road, Que.	N.Y.C.	Bell and wigwag re-located and new wigwag added; formerly bell and wigwag.	Oct. 10, 1940
27929-56	59431	Rodney, 1st Crossing West of; Township of Aldborough, Ont.	P.M.R.	Two wigwags and 1 bell installed; formerly un-protected.	Nov. 28, 1940
27929-58	59432	West Lorne, 1st Crossing East of; Township of Aldborough, Ont.	P.M.R.	Two wigwags and 1 bell installed; formerly un-protected.	Nov. 27, 1940
27929-57	59450	Rodney, 2nd Crossing West of; between Kent and Elgin Counties; Township of Aldborough, Ont.	P.M.R.	Two wigwags and 1 bell installed; formerly un-protected.	Nov. 28, 1940
9437-77	58923	Iona Station; between Townships of Southwold and Dunwich, Ont.	P.M.R.	Two wigwags and 1 bell installed; formerly bell...	July 20, 1940
36352-22	56309	Stewiacke, Town of; N.S.	C.N.R.	Overhead bridge constructed; one crossing closed.	Feb. 8, 1940
26782-255	54765	Matapedia Sub., Mileage 103-1, Que.	C.N.R.	Overhead bridge constructed; one crossing closed.	Mar. 28, 1940
37640-98	56393	Oakville Sub., Mileage 5-7, Ont.	C.N.R.	Overhead crossing of Dual Highway over four tracks constructed.	Oct. 25, 1940
37640-109	57835	Welland Sub., Mileage 3-09; Queen Elizabeth Highway, Ont.	C.N.R.	Overhead bridge constructed.	Oct. 25, 1940
11220}	56552	Prince Albert, Central Avenue; Tisdale Sub., Mileage 160-7, Sask.	C.N.R.	Overhead bridge constructed; six crossings closed at First, Second, Third, Fourth, Fifth and Central Avenues.	Nov. 22, 1940
37640-93	56480	Mimico Cut-off, Mileage 1-4; Township of Etobicoke, Ont.	C.P.R.	Overhead bridge constructed.	Feb. 1, 1940
37640-107	57803	Markstay, 2-9 miles East of; Cartier Sub., Mileage 52-2, Ont.	C.P.R.	Overhead bridge constructed; 1 crossing closed.	April 13, 1940
42255	57760	Copper Cliff; Webbwood Sub., Mileage 3-83, Ont.	C.P.R.	Overhead bridge constructed.	Mar. 12, 1940
36550-7	57992	Swan Lake, West of; Man.	C.N.R.	Farm crossing constructed near Northwest Quarter, Sec. 24, Twp. 5, Range 11W. Two crossings closed near North Half of Sec. 19, Twp. 5, Range 10W. and near North Half, Sec. 23, Twp. 5, Range 11W, Man.	
26319-1	55760	Neudorf Sub., Mileage 69-9; North Half of Sec. 11, Twp. 18, Range 33, West 1st Meridian; Sask.	C.P.R.	Crossing closed; private crossing constructed.	Jan. 29, 1940
27156-234	59007	Cartier Sub., Mileage 75-84; Township of Neelon, Ont.	C.P.R.	Public crossing constructed in lieu of private crossing.	July 24, 1940
42182	57833	Wallace, Mun. of; north side of C.N.R. tracks; south half of Sec. 5, Twp. 10, Range 29W, Man.	C.N.R.	Diversion constructed; one crossing closed.	Jan. 30, 1940
37497-1	57808	Allen's Mill, near; Batican Sub., between crossings at Mileages 43-35 and 43-68; Que.	C.N.R.	Diversion constructed; one crossing closed at Mileage 43-68.	Mar. 4, 1940



STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1940—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements Effectuated	Date of Improvement
27401-87	58091	Between Glendyne and Clair; Highway No. 20; Glendyne Sub., between crossings at Mileages 13-18 and 13-99, N.B.	C.N.R.	Diversion constructed; one crossing closed at Mileage 13-99.	Mar. 7, 1940
36465-27	57709	Brazeau Sub., Mileage 90-7, Alta.	C.N.R.	Diversion constructed; one crossing closed at Mileage 90-5.	Apr. 3, 1940
40312	56483	Laidlaw, B.C.	C.N.R.	Diversion constructed; two crossings eliminated at Mileages 47-55 and 49-36, West of Boston Bar, B.C.	June 18, 1940
40443	56157	Alderdale Sub., between Mileages 88-75 and 99-26, Ont.	C.N.R.	Diversion constructed; two crossings closed.	Sept. 7, 1940
20744-109	58692	Justice Station, 1 Mile West of; Harte Sub., Mileage 122-7, Man.	C.N.R.	Diversion constructed.	Nov. 18, 1940
37640-94	56156	Field River Valley Road; Township of Gibbons, Ont.	C.N.R.	Diversion constructed; two crossings closed at Mileages 100-60 and 100-95, Alderdale Sub., Ont.	Oct. 8, 1940
37736	57194	Newport, Highway No. 6; County of Caspe, Que.	C.N.R.	Diversion constructed; two crossings closed at Mileages 38-7 and 38-9, Chandler Sub., Que.	Nov. 29, 1940
27467-18	57707	Saskatoon, Lorne Avenue and Eleventh Street, Sask.	C.N.R.	Diversion constructed; two crossings closed at Lorne Avenue and Eleventh Street, Saskatoon, Sask.	Nov. 16, 1940
27467-49	56261	South of Millet; between Sec. 20 and 21, Twp. 47, Range 24, West 4th Meridian; Alta.	C.P.R.	Diversion constructed; one crossing closed.	Feb. 8, 1940
13637-1		Spence's Bridge-Merritt Road, B.C.	C.P.R.	Portion of Spence's Bridge-Merritt Road diverted; two crossings eliminated at Mileages 13-5 and 14. Private crossing established at Mileage 13-39. All train movements over crossing to be flagged by a member of the train crew. Wigwag signal removed.	July 6, 1940
38006	57924	Hawkesbury, Town of; McGill Street, Ont.	C.N.R.	Flagman protection between hours of 7.00 a.m. and 11.00 p.m., daily, except Sunday.	Oct. 28, 1940
Case 692	59841	Truro, Town of; Young Street, N.S.	C.N.R.	All movements over crossing to be flagged by a member of the train crew.	Jan. 24, 1940
27218-14	58593	Walkerville, Tecumseh Road; Main Line Sub., Mileage 2, Ont.	E.T.R.	One floodlight on each side of crossing installed; automatically operated by short track circuit.	Oct. 21, 1940
36327-2	59794	St. Clair Branch; Mileage 5-45, Prov. Highway No. 3; Air Line Crossing; 2½ Miles West of St. Thomas, Ont.	M.C.R.	Alternate flashing lights and short arm gates installed, replacing manually operated gates.	Oct. 29, 1940
26842-58	54929	Montreal, Gouin Blvd., Bordeaux; Park Avenue Sub., Mileage 9-91, Que.	C.P.R.	Bell and wigwag signal removed. All train movements over crossing to be flagged by a member of train crew.	July 13, 1940
27156-3	58816	Woodstock, Riddell Street, Ont.	C.N.R.	Two automatic gates attached to the existing wigwag masts.	Oct. 24, 1940
26765-35	59825	Port Credit, Hurontario Street, Ont.	C.N.R.		Mar. 23, 1940

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9437-942	58823	Toronto, Strachan Avenue; Brampton Sub., Mileage 1-59, Ont.	C.N.R.	Existing mechanical gates electrified.	Jan. 12, 1940
2083 }	59070	Montreal, Pie IX Avenue; L'Assomption Sub., Mileage 35-16; between Desjardins and Jeanne d'Arc Streets, Que.	C.N.R.	Electric gates installed; formerly air-operated gates.	July 9, 1940
27811-148		Bassano, near: Irricana Sub., Mileage 4, Alta.	C.N.R.	Four electric gates, two on each side of crossing installed; one bell on each side of crossing, which is controlled from a button in the tower.	Sept. 14, 1940
27218-3		Bridgewater, Aberdeen Street; Chester Sub., Mileage 78-04, N.S.	C.P.R.	New platform installed.	Nov. 30, 1940
33703		Brampton, Mill Street, Ont.	C.N.R.	Slab wood removed in north-east corner of crossing to improve sight lines.	May 3, 1940
26711-691	58880	Peterboro, 3-65 Miles South of; Whitfield's Crossing; Lakefield Sub., Mileage 27-68, Ont.	C.N.R.	Hedge cut where it projects into railway.	May 27, 1940
27218-145		Chisholm Crossing; Mulgrave Sub., Mileage 77-63, N.S.	C.N.R.	Sight lines established.	June 20, 1940
26711-573		Welland Junction, 1st Crossing West of Station; Cayuga Sub., Mileage 18-02, Ont.	C.N.R.	Bushes surrounding a small lake cut down, to improve sight lines.	July 12, 1940
26765-98		Lucan, Main Street; Forest Sub., Mileage 14-89, Ont.	C.N.R.	Trees trimmed on west side of crossing.	Aug. 2, 1940
27652		Richmond Station, 1st Crossing East; Sherbrooke Sub., Mileage 76-5, Que.	C.N.R.	Wigwag mast lowered.	Aug. 8, 1940
33229-116		Renforth, 150 feet North of Station; Sussex Sub., Mileage 82-90, N.B.	C.N.R.	Trees cut to improve sight lines.	Aug. 9, 1940
26765-27		Guelph, Paisley Road; Brampton Sub., Mileage 30-4, Ont.	C.N.R.	Bushes cleared to improve sight lines.	Aug. 31, 1940
38727		Toronto, Avenue Road; Belt Line, Ont.	C.N.R.	Brush cut down to improve sight lines.	Sept. 7, 1940
39634		Rimouski, near; Belzile Crossing, Que.	C.N.R.	Trees trimmed in southeast and southwest angles of crossing.	Sept. 27, 1940
28786-117		Heinsburg, 1st Crossing West; Coronado Sub., Mileage 159-98, Alta.	C.N.R.	Instructions issued to keep cars 100 feet south of crossing.	Oct. 2, 1940
33550-84		Mount Stewart Junction, 1st Crossing East; Georgetown Sub., Mileage 0-12, P.E.I.	C.N.R.	Trees removed from southwest angle of crossing.	Oct. 8, 1940
33229-118		Anagnance, 1st Crossing West; Sussex Sub., Mileage 28-55, Corn Hill Road, N.B.	C.N.R.	Clump of trees removed in northeast angle of crossing.	Oct. 31, 1940
27156-60		West Shefford Station, 2nd Crossing East; Sherbrooke Sub., Mileage 113-65, Que.	C.P.R.	1. Three piles of lumber removed; 2. Loading platform removed; 3. Portion of siding on west side of highway and portion on each side, taken up.	Oct. 22, 1940
27811-140		Taber Sub., Mileage 87-09, Alta.	C.P.R.	Obstructions to view lines improved.	April 5, 1940
27811-143		Strathmore Yard, East End, Alta.	C.P.R.	Trees removed in southeast corner of crossing.	May 9, 1940
27156-59		St. Martin Junction, 1st Crossing North; Park Avenue Sub., Mileage 12-08, Que.	C.P.R.	Trees removed from southwest corner of crossing.	May 31, 1940
26727-292		Craighurst Station, North of; MacTier Sub., Mileage 73-91, Highway No. 93, Ont.	C.P.R.	Hedges trimmed.	May 4, 1940
27365-119		Bradwardine, 1st Crossing East; Lenore Sub., Mileage 27-08, Man.	C.P.R.	Hedge trimmed.	Aug. 14, 1940
26727-414		Orangeville, 1-4 miles North of; Owen Sound Sub., Mileage 1-42, Ont.	C.P.R.	Bush removed.	Aug. 17, 1940
27156-3		Montreal, Gouin Blvd., Bordeaux; Park Avenue Sub., Mileage 9-91, Que.	C.P.R.	Trees and bushes cleared in northeast, southeast and southwest angles of crossing.	Oct. 16, 1940
			C.P.R.	Trees trimmed to improve sight lines.	Sept. 17, 1940

STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1940—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
27150-3		Montreal, Gouin Blvd., Bordeaux; Park Avenue Sub., Mileage 9-91, Que.	C.P.R.	Bus stop on north side of Gouin Blvd., east of railway line and bus stop south of Gouin Blvd., west of railway line, removed; bus stop installed on south side of Gouin Blvd. and west of Letellier Street, 450 feet east, closer to west of first-mentioned place.	Oct. 4, 1940
26727-74		Woodstock, 2½ miles West of Governor's Road Crossing; Galt Sub., Mileage 90-47, Ont.	C.P.R.	Bushes cleared in southeast angle of crossing.	Dec. 13, 1940
30051-30		Ferndale Station, 1st Crossing North, Westminster Highway and Garden Drive, B.C.	B.C.F.	Scrub birch and high brush removed from north-east corner of Westminster Highway.	Oct. 17, 1940
27073-55		Osborne Bay, 1st Crossing North of Station; Victoria Sub., Mileage 47-7, B.C.	E. & N.	Bush cut down at west approach to improve sight lines.	Sept. 24, 1940
26744-118		Winnipeg, Isabel Street; between Ross and Pacific Avenues, Man.	Midland of Man.	A bulletin has been issued by the Railway Company stating that cars must not block the street and that the switchmen are required to throw switch concerned, and afterwards flag the train over the crossing in both directions.	Mar. 1, 1940
39273		Woodroffe, Richmond Road Crossing, Ont.	C.P.R.	Trees removed from northeast side of crossing.	June 26, 1940
27467-167		Junata, ½ mile East of; Asquith Sub., Mileage 87-8 Sask.	C.N.R.	Present snow fence replaced by some 250 feet of wire picket fencing.	Jan. 11, 1940
26711-688		Britton Station, 2nd Crossing West; Newton Sub., Mileage 23-10, Ont.	C.N.R.	Two hundred feet of high board fence in northwest angle of crossing, and 150 feet at southwest angle, removed, and replaced by wire picket fencing.	Feb. 8, 1940
26711-696		Agincourt, 1st Crossing East; Uxbridge Sub., Mileage 54-50, Ont.	C.N.R.	Wire from top fence posts of return fencing repaired in southeast and southwest angles of crossing.	Mar. 9, 1940
22611		Piapot, Maple Creek Sub., Mileage 67-1, Sask.	C.P.R.	Two hundred feet of snow fencing at southwest corner of crossing removed.	Jan. 29, 1940
26727-54		Between Hurdman and Blackburn Station; M. and O. Sub., Mileage 83-62, Ont.	C.P.R.	Return fencing repaired on northwest angle of crossing.	Mar. 20, 1940
26744-75		Dauphin Station, 2nd Crossing West; Togo Sub., Mileage 0-54, Man.	C.N.R.	Advance warning sign erected, 1,320 feet East of Highway No. 25.	April 4, 1940
9437-1154		Burlington, 2nd Crossing East of Station; Fisher's Crossing; Oakville Sub., Mileage 30-70, Ont.	C.N.R.	Advance warning signs repaired on north and south sides of crossing.	April 6, 1940
26782-291		Fresniere Station, 2nd Crossing North; Montfort Sub., Mileage 16-06, Que.	C.N.R.	Advance warning sign installed on northeast side of crossing.	Jan. 30, 1940
27652		Richmond Station, 1st Crossing East; Sherbrooke Sub., Mileage 76-5, Que.	C.N.R.	Advance warning signs re-located.	Aug. 9, 1940
27467-171		Saskatoon, Eleventh Street; at Stock Yards; Gover Sub., Mileage 1-93, Sask.	C.N.R.	Advance warning sign re-located.	Aug. 8, 1940



26711-711	Mileage 82-90, N.B.	C.N.R.	Additional advance warning sign installed.....	Aug. 31, 1940
26705-27	Beamsville, 1st Crossing East; Grimsby Sub., Mileage 23-21, Ont.	C.N.R.	Advance warning sign erected on north side of crossing.	Sept. 13, 1940
26782-300	Guelph, Paisley Road; Brampton Sub., just outside of Mileage 50-4, Ont.	C.N.R.	Advance warning sign erected.....	Sept. 7, 1940
26782-212	New Richmond Station, 3rd Crossing East of; Cascadia Sub., Mileage 70-18, Que.	C.N.R.	Advance warning signs installed on each side of crossing.	Sept. 30, 1940
36600-14	River Bleue Station, 120 feet West of; Glendyne Sub., Mileage 45-20, Que.	C.N.R.	Advance warning signs installed.....	Oct. 5, 1940
28786-116	Deschambault, near; La Tuque Sub., Mileage 32-34 Que.	C.N.R.	Advance warning sign installed on north side of crossing.	Oct. 17, 1940
26711-715	Mundare Station, 2nd Crossing East; Vegreville Sub., Mileage 70-65, Alta.	C.N.R.	Advance warning sign installed on north approach	Nov. 8, 1940
26782-296	Paris Junction, 1 Mile West of; Drumbo Sub., Mile. 1-19, Ont.	C.N.R.	Advance warning signs repainted on each side of Buffalo and Goderich Railway Crossing, with the Ave Road; at a distance 100 feet each side of railway, reflectors erected.	Nov. 8, 1940
26711-577	Grenville, 1st Crossing West; l'Original Sub., Mileage 31-12, Que.	C.N.R.	Two advance warning signs installed, each bearing a Cross of St. Andrew, without reflectors, with the word "Stop."	Nov. 20, 1940
27156-59	St. Marys, James Street; Forest Sub., Mileage 0-29, Ont.	C.N.R.	Advance warning sign repaired on south side of crossing.	Dec. 14, 1940
26727-462	St. Martins Junction, 1st Crossing North; Park Avenue Sub., Mileage 12-08, Que.	C.P.R.	Advance warning sign erected on west side of crossing.	May 17, 1940
26807-135	Spanish Station, just East of; Thessalon Sub., Mileage 23-5 Ont.	C.P.R.	Advance warning sign erected on south side of crossing.	Dec. 6, 1940
30051-30	Swift Current Sub., Mileage 97-1, Sask.	C.P.R.	Additional advance warning sign erected on west side of crossing, north of track.	Dec. 18, 1940
27073-120	Ferndale Station, 1st Crossing North; Westminster Highway and Garden Drive Intersection, B.C.	B.C.E.	Advance warning signs erected on north side of crossing.	Aug. 28, 1940
30424-11	Stark's Station, 1st Crossing North; Victoria Sub., Mileage 69-3, B.C.	E. & N.	Advance warning sign on west approach repainted and re-lettered; advance warning sign installed on east approach.	Dec. 9, 1940
26711-709	London, Brick Street; Mileage 2-6, Ont.	L. & P.S.	Advance warning signs erected, east and west of crossing.	Sept. 23, 1940
26782-91	Blackwater Station, 1st Crossing West; Uxbridge Sub., Mileage 18-86, Ont.	C.N.R.	ReflectORIZED advance warning signs installed, replacing old signs.	Oct. 5, 1940
26782-12	Jonquiere Station, 1st Crossing North; Jonquiere Sub., Mileage 218-9, Que. (Chauvigny Yard).	C.N.R.	Cross of St. Andrew, 24" x 36", with reflecting lights, 50 feet from rail on each side of railway, erected; warning signs, Cross of St. Andrew, 300 feet from rail on each side of railway, erected.	Nov. 9, 1940
26711-78	Charlesbourg, 1st Crossing East of Station; Batiscan Sub., Mileage 3-5, Que.	C.N.R.	Two reflectORIZED advance warning signs installed on each side of crossing.	Feb. 16, 1940
26711-508	Woodville Station, 1st Crossing South; Coborouk Sub., Mileage 12-08, Ont.	C.N.R.	ReflectORIZED advance warning signs installed 500 feet from each side of crossing.	Dec. 4, 1940
33229-113	Algo, 0-67 Miles West of; Capreol Road Crossing; Sudbury Terminals Sub., Mileage 4-83, Ont.	C.N.R.	Standard railway crossing signs erected on each side of crossing.	Mar. 20, 1940
12072-33	Portage Pit Branch; Sussex Sub., Mileage 0-77, N.B.	C.N.R.	Standard railway crossing sign painted.....	Dec. 1, 1939
	St. Lambert, Union and Second Avenues, Que.....	C.N.R.	Standard railway crossing signs installed on each side of crossing.	May 22, 1940



STATEMENT No. 12.—Statement showing highway crossings at which protection provided, and the nature of protection, during the period of twelve months ended December 31, 1940—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
33703		Brampton, Mill Street, Ont.	C.N.R.	Additional standard railway crossing sign installed north of crossing.	May 27, 1940
27218-62		Coxheath, 1st Crossing West, Clark's Crossing; Sydney Sub., Mileage 97-61, N.B.	C.N.R.	Standard railway crossing sign re-located, and placed in northeast angle of crossing.	June 5, 1940
26711-706		Northwood, 1st Road 1½ Miles West; Chatham Sub., Mileage 54-24, Ont.	C.N.R.	Standard railway crossing sign erected on north side of track.	Aug. 1, 1940
14001		Montreal, Canning Street; Montreal Terminals Sub., Mileage 0-69, Que.	C.N.R.	Standard railway crossing sign placed in proper position.	Nov. 6, 1940
31646-17		Thetford Mines Station, 1st Crossing North of; Quebec Sub., Mileage 68-17, P.Q.	Q.C.R.	Location of railway crossing sign at St. Alphonse Street changed from southeast side to northeast side of crossing, and has been lowered to standard height.	Nov. 15, 1940
Case 602		Hawkesbury, McGill Street, Ont.	C.N.R.	Cross-buck type sign installed on northwest side of crossing.	Dec. 10, 1940
27467-52		Dalmeny station, 1st Crossing West of; Langham Sub., Mileage 74-1, Sask.	C.N.R.	Stop signs installed on each side of crossing.	Feb. 23, 1940
20567		Point aux Trembles, St. Jean Baptiste Street, Que.	C.N.R.	Stop signs installed on each side of crossing.	Apr. 11, 1940
26782-300		New Richmond Station, 3rd Crossing East of; Casapedia Sub., Mileage 70-18, Que.	C.N.R.	Stop signs installed on each side of crossing.	Sept. 30, 1940
26782-212		Riviere Bleue Station, 120 feet West of; Glendyne Sub., Mileage 45-20, Que.	C.N.R.	Stop signs and reflectors installed on each side of crossing.	Oct. 5, 1940
26782-259		Charney Station, 1st Crossing West of; Bridge Sub., Mileage 0-3, Que.	C.N.R.	Reflectorized stop signs installed.	Jan. 31, 1940
26782-290		Noranda, 1st Crossing North of; Rouyn Sub., Mileage 43-9, Que.	C.N.R.	Reflectorized stop signs installed.	Jan. 30, 1940
26782-62		Montreal, Monklands Station, 1st Crossing West of; Mount Royal Sub., Mileage 6-8, Que.	C.N.R.	Reflectorized stop signs installed.	Feb. 1, 1940
26782-94		Rinfret Station, 1st Crossing North of; Montfort Sub., Mileage 28-69, Que.	C.N.R.	Reflectorized stop signs installed.	April 9, 1940
36040		Hull, Aylmer Road; immediately East of Front Street; just West of Brewery Creek Bridge, Que.	H.E.R.	Reflectorized stop sign installed on west side of crossing.	Dec. 3, 1940
26782-293	58912	Farnham, Main Street; 1st Crossing South of Meigs Que.	C.N.R.	Speed restriction of 10 miles per hour maintained.	April 1, 1940
27218-146	59947	Sydney Yard, Bentinck Street; Sydney Sub., Mileage 101-9, N.S.	C.N.R.	Speed restriction of 10 miles per hour maintained.	Nov. 18, 1940
26711-715	59820	Paris Junction, Ayr Road; 1 mile West of Station; Drumbo Sub., Mileage 1-19, Ont.	C.N.R.	Speed restriction released on west-bound traffic maintained on east-bound.	Oct. 25, 1940
24178	59035	St. Boniface Station, 1st Crossing West of; Sprague Sub., Man.	C.N.R.	Speed restriction of 15 miles per hour maintained over crossing and within the circuits of flashing lights protecting crossing.	April 30, 1940

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26782-306	59984	Sub., Mileage 41-11, Ont. Sorel Station, 1st Crossing East; Sorel Sub., Mileage 44-47, Que.	C.N.R.	Speed restriction of 10 miles per hour maintained.	May 11, 1940
42364	58710	Bedford Sub., Mileage 61-51 to a point in Truro Yard, a distance of 2-06 miles, N.S.	C.N.R.	Speed restriction of 10 miles per hour maintained; switching movements over crossing to be protected by a member of train crew; cars to be kept back at least 75 feet from each side of crossing.	Nov. 26, 1940
27218-150	60140	Thorburn Sub., Mileage 2-33; Thorburn Road, N.S.	C.N.R.	Speed restriction increased from 15 to 25 miles per hour.	Dec. 28, 1940
26782-293	58912	Farnham, Main Street; 1st Crossing South of Meigs, Que.	C.P.R.	Speed restriction of 10 miles per hour maintained.	Jan. 2, 1941
31304	59297	Three Rivers; St. Madeleine Street; Piles Sub., Mileage 2-18, Que.	C.P.R.	Speed restriction of 10 miles per hour maintained.	April 1, 1940
27811-144	58868	High River, Third Street; 1st Crossing North of Station; MacLeod Sub., Mileage 38-57, Alta.	C.P.R.	Speed restriction of 10 miles per hour maintained; all switching movements to be protected by a member of train crew.	June 22, 1940
27073-122	60116	Trail, Pine Avenue; Rossland Sub., B.C.	C.P.R.	Speed restriction of 10 miles per hour maintained.	Mar. 20, 1940
28300-45	59963	Brooklyn Crossing; Municipality of West Hants, N.S.	D.A.R.	Permanent speed restriction of 10 miles per hour decreased to 5 miles per hour.	Dec. 20, 1940
18034-100	60016	Port Dover, Main Street; Port Dover to Galt Sub., Mileage 50, Ont.	L.E. & N.	Required to maintain a speed restriction on south-bound trains approaching Brooklyn Crossing within a distance of 150 feet from north approach.	Sept. 23, 1940
31574-30	59773	Northern Alberta Railways Company; from Mileage 89-9 to Mileage 138-8, Alta.	N.A.R.	Speed restriction of 10 miles per hour maintained.	Dec. 3, 1940
9437-1294	56551	Coaticook, Main Street; Sherbrooke Sub., Mileage 122-09, Que.	C.N.R.	Relieved from maintaining speed restriction of 25 miles per hour in operation of its line of railway from Mileage 89-0 to Mileage 138-8, imposed under Order No. 46115, dated January 13, 1931.	Oct. 15, 1940
26765-152	54396	Toronto, Victoria Park Avenue, Ont.	C.N.R.	Subway constructed.	Feb. 16, 1940
39634	57220	Rimouski, Belzile Street; Rimouski Sub., Mileage 17-87, Que.	C.N.R.	Pedestrian subway constructed.	Mar. 4, 1940
37615	53433	New Toronto, Eighteenth Street, Ont.	C.N.R.	Subway constructed.	Mar. 23, 1940
36082-1	56281 56367 55860	Stoney Creek; Township of Saltfleet; Lots 26 and 27, Ont.	C.N.R.	Dual subway constructed; one crossing closed.	April 9, 1940
26782-2	56849	Point aux Trembles, Sherbrooke Street, East, Que.	C.N.R.	Subway constructed; one crossing closed.	April 19, 1940
36465-26	57748	Gainfort; Wabamun Sub., Mileage 61, Alta.	C.N.R.	Subway constructed; one crossing closed at Mileage 60-1.	Oct. 20, 1939
33229-113		Portage Pit Branch, Main Highway; Sussex Sub., Mileage 0-77, N.B.	C.N.R.	Whistle posts erected.	Sept. 9, 1940
27218-144		New Germany, $\frac{1}{4}$ mile West of; Caledonia Sub., Mileage 0-5, N.S.	C.N.R.	Whistle post erected south of crossing.	Dec. 1, 1939
28786-118		Drumheller Yard, East Red Deer River Bridge; Drumheller Sub., Mileage 49-84, Alta.	C.N.R.	Additional whistle post installed west of crossing.	June 19, 1940
					Dec. 9, 1940

STATMENT No. 13.—Statement showing the number of highway crossings at which protection has been completed and the nature of protection, set out by provinces, for the twelve months ended December 31, 1940

	Prince Edward Island	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Totals
Approaches graded.....							2			2
Single bell and wigwag with reflector buttons upon gates already installed.....			1							1
Single bell and wigwag installed.....		3		2	1			1		7
Double bells and wigwags installed.....		4		2	1		1			8
Two wigwags and one bell installed.....			1	3	8					12
Bell and wigwag removed.....					1					1
Short arm gates attached to wigwag masts.....					1					1
Alternate flashing lights and short arm gates installed.....				1						1
Electric gates installed.....				1						1
Gates electrified.....					2					2
Floodlights installed.....					1					1
Overhead bridge constructed.....		1		1	5		1			8
Highway diversion constructed.....			1	2	2	2	1	2	2	12
From private to public crossing.....					1					1
From Public to private crossing.....						1	1			2
Planking installed.....								1		1
Flagging movements.....		1			2					3
Removal of obstructions to view.....	1	2	2	7	11	2	2	3	2	32
Fencing repaired.....					2					2
Advance warning signs installed.....			1	7	4	1	1	1	2	17
Advance warning signs repaired.....					3				1	4
Advance warning signs re-located.....				1			1			2
Advance warning signs reflectorized installed.....				1	2					3
Standard railway crossing signs in- stalled.....				1	4					5
Standard railway crossing signs re- paired.....			1							1
Standard railway crossing signs re- located.....			1							1
Stop signs installed.....				2			1			3
Stop signs reflectorized installed.....				2						2
Speed restriction maintained.....		3		6						6
Subways constructed.....				4	3	1		1		12
Whistle posts installed.....		1	1	3	3			1		7
Totals.....	1	15	9	46	57	7	11	11	7	164

STATEMENT No. 14.—Highway crossing accidents showing number of persons killed and injured, by provinces, for the year ended December 31, 1940

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.
Canadian National.....	2			17	7	19	9	4	11	34	22	49	94	33	126	14	1	24	13	1	17	8	2	9				191	70	257
Canadian Pacific.....							4	2	5	21	7	30	41	17	68													114	42	155
British Columbia Electric.....																												2	4	
Central Vermont.....																												1		
Dominion Atlantic.....																												1		
Dominion Atlantic and Nanaimo.....				1	1	1				1		2																1		
Essex Terminal.....																												1		
Full Electric.....																												1		
Lake Erie and Northern.....										1			1															1		
London and Port Stanley.....													2		8													1		
Michigan Central.....													2		5													2		
Midland Railway of Manitoba.....													8		8													2		
Montreal & Southern Counties.....																												2		
New York Central.....										1		5																1		
Niagara, St. Catharines and Toronto.....													1															1		
Nipissing Central.....													2		5															
Norfolk Central.....										1		6																		
Pere Marquette.....																												1		
Quebec Central.....													5		6													5		
Toronto, Hamilton and Buffalo.....										2		2																2		
Total.....	2			18	8	20	13	6	16	61	32	94	159	61	231	30	3	51	26	7	28	23	9	21	14	7	22	346	133	485



STATEMENT No. 15.—Particulars of all highway crossing accidents for ten years, with description of protection or non-protection in effect

## PRINCE EDWARD ISLAND

	1931			1932			1933			1934			1935			1936			1937			1938			1939			1940			Totals for 10-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.			
Gates.....																																	
Lightning flash.....																																	
Bell.....																																	
Bell and wigwag.....																																	
Watchman.....																																	
Unprotected.....	2		6				3	1	3	2	2	1	1		2		2		2		2		2		2	1	3	2		2	14	4	19
Total.....	2		6				3	1	3	2	2	1	1		2	1	1		3		4				2	1	3	2		2	16	5	21

## NOVA SCOTIA

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Total.....	63	18	91	42	21	53	46	11	60	35	16	39	43	26	59	43	35	72	49	15	77	43	29	56	52	23	70	61	32	94	477	226	671

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Sell and wigwag	24	10	35	23	15	23	18	8	21	24	7	25	26	10	34	7	10	7	7	11	1	1	9	4	4	4	135	58	166				
Watchman	5	1	8	3	2	1	3	3	1	5	2	4	5	1	5	1	10	22	16	6	22	16	4	20	24	12	26	36	21	46	109	54	139
Unprotected	122	40	188	114	41	127	81	28	104	84	29	101	92	48	123	93	34	139	107	48	136	85	42	96	88	34	128	110	35	170	976	379	1,312
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STATEMENT No. 15.—Particulars of all highway crossing accidents for ten years, with description of protection or non-protection in effect—*Concluded*

## ALBERTA

	1931			1932			1933			1934			1935			1936			1937			1938			1939			1940			Totals for 10 year period		
	A	K.	L	A	K.	L	A	K.	L	A	K.	L	A	K.	L	A	K.	L	A	K.	L	A	K.	L	A	K.	L	A	K.	L	A	K.	L
Gates.....	1		2																														
Lightning flash.....																																	
Bell.....	1		1																														
Bell and wigwag.....																																	
Watchman.....	13	1	19	14	4	12	19	12	24	15	1	28	11	1	12	14	9	22	21	8	32	21	5	21	13	5	14	22	8	21	163	54	205
Unprotected.....																																	
Total.....	15	1	22	14	4	12	19	12	24	16	1	29	11	1	12	15	10	22	22	8	83	22	5	22	14	5	15	23	9	21	171	56	212

## BRITISH COLUMBIA

Gates.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....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STATEMENT No. 15.—Summary of Highway crossing accidents (motors and others), with description of protection or non-protection for ten-year period ended December 31, 1940

Year	Gates						Lightning flash signal						Bell						Bell and wigwag					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931....	8		13	6	1	6	4	5	1			1	30	15	44	3	1	2						
1932....	4	1	3	5	4	1	3	3	3	1		1	26	18	28	5	3	2						
1933....	4		15	3	2	1				1	1		17	5	29	7	5	2						
1934....	4	4	8	6	2	4						1	27	6	29	6	2	4						
1935....	3	1	4	5	4	1	1	1		2	1	1	35	13	54	2	1	1						
1936....	1		5	1		1				1	1		9	1	12	1	1		18	10	25	2	2	1
1937....	1		8	5	1	4	1	1		3	1		12	7	21	1	1		22	8	36	5	3	2
1938....	4		4	4	2	2	1			1			4	1	6	1	1		19	8	22	4	1	3
1939....	3	1	5	4	1	3							5	2	7	1		1	28	11	41	6	4	2
1940....	6	1	9	4	3	1	2			2			5	2	4	1	1		38	28	59	8	6	2
Totals..	38	8	74	43	20	24	12	10	10	6	4	2	170	70	234	28	16	12	125	65	183	25	16	10

Year	Watchman						Unprotected						Total motors			Total others			Grand totals		
	Motor			Other			Motor			Others											
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1931....	5	1	12	1		1	233	63	358	26	11	19	280	84	428	37	13	29	317	97	457
1932....	3	2	1				176	47	226	32	18	30	212	71	281	42	25	33	254	96	294
1933....	3	3	1				165	50	228	20	9	12	189	58	243	31	17	15	220	75	288
1934....	4	1	4	1	1		147	52	204	18	12	9	182	63	245	32	18	17	214	81	262
1935....	3		4	2	1	1	171	85	223	18	7	15	213	100	285	29	14	19	242	114	304
1936....				1		1	186	88	304	23	10	18	214	99	346	26	14	21	243	113	367
1937....	5	1	10				226	88	319	8	4	8	267	105	397	19	9	14	286	114	411
1938....	3	1	4				188	76	247	14	6	11	219	86	284	23	10	16	242	96	300
1939....	5	2	13				178	75	265	13	6	11	219	91	331	24	11	17	243	102	348
1940....	3	2	5	1		1	263	79	395	15	11	7	317	112	474	29	21	11	346	133	485
Totals..	34	13	54	6	2	4	1,933	703	2,769	187	94	140	2,312	869	3,324	295	152	192	2,607	1,021	3,516

Ten-year period	Gates			Lightning flash signal			Bell			Bell and wigwag			Watchman			Unprotected			Grand totals ten-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Motor.....	38	8	74	12	10	10	170	70	234	125	65	183	34	13	54	1,933	703	2,769	2,312	869	3,324
Other.....	43	20	24	6	4	2	28	16	12	25	16	10	6	2	4	187	94	140	295	152	192
Total..	81	28	98	18	14	12	198	86	246	150	81	193	40	15	58	2,120	797	2,909	2,607	1,021	3,516



STATEMENT No. 16.—Summary of all highway crossing accidents for ten-year period ended December 31, 1940

	1931		1932		1933		1934		1935		1936		1937		1938		1939		1940		Totals													
	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	I.	Acci- dents	Kill- ed	In- jured										
Prince Edward Island.....	2	.....	6	.....	.....	.....	3	1	3	2	2	1	1	.....	2	1	3	2	.....	2	16	5	21											
Nova Scotia.....	15	6	13	10	2	15	8	1	13	6	2	7	8	6	9	7	.....	9	18	8	34	12	5	13	15	8	29	18	8	20	117	46	162	
New Brunswick.....	9	7	16	8	2	10	6	.....	10	10	9	11	5	2	4	12	3	19	11	3	14	9	1	16	6	4	5	13	6	16	89	37	121	
Quebec.....	63	18	91	42	21	53	46	11	60	35	16	39	43	26	58	43	35	72	46	15	77	43	29	56	52	23	70	61	92	94	477	226	671	
Ontario.....	160	55	242	147	63	156	108	41	141	119	42	140	130	63	166	118	47	171	138	62	191	106	47	120	121	46	175	159	61	231	1,306	530	1,733	
Manitoba.....	21	4	27	8	1	14	9	3	14	11	1	12	11	8	11	18	4	27	17	8	23	13	2	17	10	3	14	30	3	51	148	37	210	
Saskatchewan.....	17	4	20	16	3	22	13	3	18	10	4	16	12	5	15	16	11	25	14	8	16	24	7	34	15	8	25	26	7	28	163	60	219	
Alberta.....	15	1	22	14	4	12	19	12	24	16	1	29	11	1	12	15	10	22	22	8	33	22	5	22	14	5	15	23	9	21	171	56	242	
British Columbia.....	15	2	20	9	.....	12	8	3	5	5	4	7	21	3	26	13	2	22	14	2	19	13	.....	.....	.....	8	1	12	14	7	22	120	24	167
Totals.....	317	97	457	254	96	294	226	75	288	214	81	292	242	114	394	243	113	337	286	114	411	242	96	300	243	102	348	346	123	485	2,067	1,021	3,246	

A.—Accidents. K.—Killed. I.—Injured.

A.—Accidents. K.—Killed. I.—Injured.

# REPORT OF THE COMMISSIONERS

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STATEMENT No. 17.—Summary of all highway crossing accidents for ten-year period ended December 31, 1940, showing separately motor vehicle accidents and "others"

	1931				1936		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	280	84	428	Motors.....	214	99	346
Others.....	37	13	29	Others.....	29	14	21
Totals.....	317	97	457	Totals.....	243	113	367
	1932				1937		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	212	71	261	Motors.....	267	105	397
Others.....	42	25	33	Others.....	19	9	14
Totals.....	254	96	294	Totals.....	286	114	411
	1933				1938		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	189	58	273	Motors.....	219	86	284
Others.....	31	17	15	Others.....	23	10	16
Totals.....	220	75	288	Totals.....	242	96	300
	1934				1939		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	182	63	245	Motors.....	219	91	331
Others.....	32	18	17	Others.....	24	11	17
Totals.....	214	81	262	Totals.....	243	102	348
	1935				1940		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	213	100	285	Motors.....	317	112	474
Others.....	29	14	19	Others.....	29	21	11
Totals.....	242	114	304	Totals.....	346	133	485

## GRAND TOTALS

	Accidents	Killed	Injured
1931.....	317	97	457
1932.....	254	96	294
1933.....	220	75	288
1934.....	214	81	262
1935.....	242	114	304
1936.....	243	113	367
1937.....	286	114	411
1938.....	242	96	300
1939.....	243	102	348
1940.....	346	133	485
Totals.....	2,607	1,021	3,516

## STATEMENT No. 18—Highway crossing accidents for the year ended December 31, 1940

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
33920	27218-142	Jan 10	1 15 a.m.	C.N.R.	Halifax, crossing at Pier; Bedford Sub., N.S.	1		1 Unprotected	Auto.
33888	14813	Jan 26	5 25 p.m.	C.N.R.	Ville St. Pierre, 5th Avenue Cornwall Sub., Mileage 5-48, Que.			1 Unprotected	Auto truck.
33953	26752-94	Jan 6	7 45 a.m.	C.N.R.	Rinfret, 1st Crossing North of Station, Mon. Sub., Mileage 28-90, Que.			1 Unprotected	Auto.
33944	26752-94	Jan 19	4 05 p.m.	C.N.R.	Beaver Crossing, Massena Sub., Mileage 28-53, Que.			1 Unprotected	Auto truck.
33944	26752-94	Jan 23	3 15 p.m.	C.N.R.	Moyes, 1st Crossing South; Grand A. Sub., Mileage 5-42, Que.	1		1 Unprotected	Auto truck.
33950	9437-584	Jan 30	6 32 p.m.	C.P.R.	Montreal, Boulton Street; Park A. Sub., Mileage 117, Que.			1 Unprotected	Auto.
33945	27136-104	Jan 21	12 40 a.m.	C.P.R.	Megantic, Agnes Street; Megantic Sub., Mileage 3-35, Que.			1 Unprotected	Horse-drawn vehicle.
33901	27136-237	Jan 5	4 15 p.m.	C.P.R.	Glen River, 1st Crossing East; Giroux Crossing; Megantic Sub., Mileage 3-35, Que.			1 Unprotected	Horse-drawn vehicle.
33955	40008	Jan. 27	6 18 a.m.	N.C.R.	Noranda Station, 08 miles West of; Makamik Road Crossing; Kirkland Lake Sub., Mileage 59-2, Que.			1 Unprotected	Auto.
33862	31329-4	Jan 10	9 15 p.m.	C.V.R.	Des Rivières, 1st Crossing South, Que.			2 Unprotected	Auto truck.
33922	9437-1154	Jan 26	6 23 p.m.	C.N.R.	Burlington Station, 2nd Crossing East; Fisher's Crossing; Oakville Sub., Mileage 30-70, Ont.			1 Ball	Auto.
33862	31981	Jan 10	9 35 p.m.	C.N.R.	Kingston, Perth Road, 1 mile West of; Gananoque Sub., Mileage 173-90, Ont.			1 Ball	Auto.
33886	26765-98	Jan 9	3 44 p.m.	C.N.R.	Lac Seul, Main Street; Forest Sub., Mileage 14-89, Ont.			4 Ball and warning	Auto.
33906	Case 2786	Jan 22	7 48 p.m.	C.N.R.	Paschboro, Aylmer Street; Peterboro Sub., Mileage 24-49, Ont.			4 Ball and warning	Auto truck.
33921	9437-1032	Jan 17	4 03 p.m.	C.N.R.	Burlington, Beant House Crossing; Beuch Sub., Mileage 6-15, (Walter Street), Ont.			1 Ball and warning	Pedestrian.
33919	26711-693	Jan 10	4 10 p.m.	C.N.R.	Welland Junction, 3rd Crossing East; Cayuga Sub., Mileage 13-20, Ont.			1 Unprotected	Auto.
33972	9437-549	Jan 28	12 25 a.m.	C.N.R.	Tilthornburg, 1st Crossing East; Cayuga Sub., Mileage 33-31, Ont.			1 Unprotected	Auto.
33975	26711-697	Jan 29	5 35 p.m.	C.N.R.	River Valley Station, 1st Crossing West; Alderdale Sub., Mileage 102-7, Ont.	1		2 Unprotected	Auto.
33897	26765-24	Jan 17	8 30 p.m.	C.N.R.	London, Adelaide Street, Back Track, south of Main Line Track; Dundas Sub., Ont.			1 Unprotected	Auto.
33835	26765-138	Jan 1	11 50 a.m.	C.N.R.	Lindsay, Kent Street, Haliburton Sub., Mileage 0-54, Ont.			3 Unprotected	Auto.
33854	18402-123	Jan 3	11 01 p.m.	C.N.R.	Capreol Station, 1st Crossing East; Donnie Street; Alderdale Sub., Ont.			2 Unprotected	Auto.
33868	26711-481	Jan 12	8 10 a.m.	C.N.R.	Amprior, 1 mile East; Renfrew Sub., Mileage 36-8, Ont.			1 Unprotected	Auto.
33943	33679	Jan 11	1 50 a.m.	C.N.R.	Ottawa, Gladstone Avenue, Chaudiere Branch, Ont.			1 Unprotected	Auto.
33834	26711-692	Jan 26	12 50 p.m.	C.N.R.	Marina Station; Maymouth Sub., Mileage 29-94, Ont.	1		3 Unprotected	Auto.
33927	26711-665	Jan 31	1 30 p.m.	C.N.R.	Copetown Station, 1st Crossing West; Dundas Sub., Mileage 10-83, Ont.			1 Unprotected	Auto truck.
33927	26711-666	Jan 31	9 50 a.m.	C.N.R.	Agincourt, 1st Crossing East; Uxbridge Sub., Mileage 34-50, Ont.			1 Unprotected	Auto truck.
33967	26711-666	Jan 28	5 55 p.m.	C.P.R.	Ottawa, Prince of Wales Crossing; Prescott Sub., Mileage 1-48, Ont.			1 Unprotected	Auto.
33963	26711-666	Jan 28	8 40 a.m.	C.P.R.	Waterdown North; Goderich Sub., Mileage 5-8, Ont.			1 Unprotected	Auto.
33972	26711-452	Jan 20	7 30 p.m.	C.P.R.	Sudbury, Nickel Sub., Mileage 1-04; Regent Street, Ont.			1 Unprotected	Auto.
33976	26711-452	Jan 11	11 09 a.m.	C.P.R.	Tilbury Station, 1st Crossing East; Windsor Sub., Mileage 79-84, Ont.			1 Unprotected	Auto truck.
33989	26711-452	Jan 20	6 00 p.m.	C.P.R.	Toronto, Peter and Wellington Streets; King Street Yard, Ont.			1 Unprotected	Auto.
33910	26727-135	Jan 26	11 10 p.m.	C.P.R.	Welland, Lincoln Street, Mileage 11-49, Ont.			4 Unprotected	Auto.
33958	27231-18	Jan 26	11 10 p.m.	N. St. C. & T.	Dresden Station, South of; Sarnia and Erian Sub., Mileage 40-64, Ont.			1 Unprotected	Auto.
33863	27629-33	Jan 11	11 30 p.m.	P.M.R.	Winnipeg, St. Boniface; Marion Street; Sprague Sub., Mileage 150-2, Man.			1 Unprotected	Auto truck.
33903	10627	Jan 6	9 15 p.m.	C.N.R.	Winnipeg, Sargent Avenue; La Riviere Sub., Mileage 1-83, Man.			1 Unprotected	Auto truck.
33953	185-4	Jan 10	9 25 a.m.	C.P.R.	Gull Lake Station, 1st Crossing West; Maple Creek Sub., Mileage 34-95, Sask.			1 Unprotected	Horse-drawn vehicle.
33926	22412-4	Jan 31	3 17 p.m.	C.P.R.				1 Unprotected	





## STATEMENT No. 18—Highway crossing accidents for the year ended December 31, 1940—Continued

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
34163	27652	April 23	11 45 a.m.	C.N.R.	Richmond Station, 1st Crossing East, Shepparton Sub., Mileage 76-05, Que.		1	Unprotected	Auto.
34162	27156-66	April 25	12 20 p.m.	C.P.R.	St. Vincent de Paul Station, 1st crossing West; Three Rivers Sub., Mileage 4-76, Que.		1	Unprotected	Auto truck.
34217	26765-49	April 27	11 10 a.m.	C.N.R.	Fergus Sub., Mileage 16-77; Hespeler Road, Ont.		1	Unprotected	Pedestrian.
34129	26765-98	April 9	9 05 a.m.	C.N.R.	Lacan, Main Street, Ont.		1	Unprotected	Auto.
34156	26765-6	April 11	7 10 p.m.	C.N.R.	Geoph, Yorkshire Street, Ont.		1	Unprotected	Auto.
34165	26765-1165	April 27	8 57 p.m.	C.N.R.	London, Mainland Street, Ont.		1	Unprotected	Auto.
34183	26711-701	April 5	1 15 p.m.	C.N.R.	Lakefield Sub., 1st Crossing West; Lakefield Sub., Mileage 41-11, Ont.		2	Unprotected	Auto.
34180	33703	April 23	7 08 a.m.	C.N.R.	Brampton, 1st Crossing West of Welland Sub., Mileage 3-32, Ont.		3	Unprotected	Auto.
34208	26711-246	April 28	12 30 a.m.	C.N.R.	Stamford, 1st Crossing West of Welland Sub., Mileage 3-32, Ont.		3	Unprotected	Auto.
34181	26727-300	April 12	9 15 a.m.	C.P.R.	Brampton, 1st Crossing West of Welland Sub., Mileage 3-32, Ont.		3	Unprotected	Auto.
34202	27608-3	April 23	8 50 p.m.	C.N.R.	St. Thomas Sub., Mileage 9-03; Drew Street, Ont.		1	Unprotected	Pedestrian.
34148	27218-145	May 1	9 00 a.m.	C.N.R.	Malton Sub., Mileage 77-63; Chisholm's Crossing, N.S.		1	Unprotected	Auto truck.
34203	33229-37	May 22	11 45 a.m.	C.N.R.	Shedden, Main Street, N.B.		1	Unprotected	Pedestrian.
34203	33229-115	May 29	3 29 p.m.	C.N.R.	Port Charles Station, Sussex Sub., Mileage 18-11, N.B.		1	Unprotected	Auto truck.
34272	33304	May 23	1 45 a.m.	C.N.R.	Three Rivers, St. Madeleine Street; Piles Sub., Mileage 2-18, Que.		1	Unprotected	Auto truck.
34163	9437-781	May 2	6 15 p.m.	C.N.R.	St. Marys, Elizabeth Street; 3rd Street West of Station, Ont.		1	Unprotected	Auto truck.
34285	26711-604	May 22	8 28 p.m.	C.N.R.	Tillsonburg Junction, Cayuga Sub., Mileage 95-4, Ont.		1	Unprotected	Auto truck.
34261	9437-107	May 20	4 25 p.m.	C.N.R.	Coleburg, William Street, Ont.		1	Unprotected	Auto truck.
34216	9437-106	May 22	3 12 p.m.	C.N.R.	Mille Roches Station, 1st Crossing West; Cornwall Sub., Mileage 72-40, Ont.		1	Unprotected	Bicycle.
34265	26711-703	May 27	9 35 p.m.	C.N.R.	Hamilton Station, 3 miles East; Grimsby Sub., Mileage 39-55, Ont.		2	Unprotected	Auto.
34221	26711-109	May 25	1 15 a.m.	C.N.R.	Merriton, St. David's Road; Grimsby Sub., Mileage 8, Ont.		1	Unprotected	Auto.
34296	26727-329	May 26	4 43 a.m.	C.P.R.	Midhurst, MacTier Sub., Mileage 67-2, Ont.		1	Unprotected	Auto.
34226	26727-456	May 4	4 25 p.m.	C.P.R.	Tillsonburg Wye, 1-53 miles South; Port Burwell Sub., Mileage 16-93, Ont.		1	Unprotected	Auto.
34312	23165	May 17	9 00 a.m.	T.H. & B.	West Hamilton, Broadway Avenue, Mileage 40-30, Ont.		1	Unprotected	Auto truck.
34204	28 88-116	May 7	13 52 k.	C.N.R.	Mundare Station, 2nd Crossing East; Vegreville Sub., Mileage 70-65, Alta.		1	Unprotected	Auto.
34314	33229-9	June 14	6 05 a.m.	C.N.R.	Stewiacke Station, 400 feet North of Bedford Sub., Mileage 46-80, N.S.		1	Unprotected	Auto.
34318	33229-16	June 6	12 33 p.m.	C.N.R.	Renfrew Station, 150 feet North of Sussex Sub., Mileage 82-90, N.B.		1	Unprotected	Auto.
34308	33229-117	June 18	8 08 p.m.	C.N.R.	Sackville Station; Tormentine Sub., Mileage 3-54, N.B.		1	Unprotected	Auto.
34337	26782-212	June 9	2 30 p.m.	C.N.R.	Riviere Bleue Station, 120 feet West of Glenora Sub., Mileage 45-20, Que.		1	Unprotected	Auto.
34315	26782-206	June 25	5 19 a.m.	C.N.R.	Grenville, 1st Crossing West; L'Original Sub., Mileage 31-12, Que.		2	Unprotected	Auto.
34302	27046-29	June 23	11 15 a.m.	C.N.R.	Scott's Junction, 1-5 miles North of Quebec Sub., Mileage 112-1, Que.		1	Unprotected	Pedestrian.
34402	26711-179	June 24	7 47 a.m.	C.N.R.	Tansley Station, 1st Crossing South; Milton Sub., Mileage 5-6, Ont.		1	Unprotected	Auto.
34312	9437-1331	June 30	12 40 p.m.	C.N.R.	Baden, 2nd Crossing East; Brampton Sub., Mileage 72-94, Ont.		1	Unprotected	Auto.
34293	26711-705	June 13	12 10 a.m.	C.N.R.	Port Frances Sub., Mileage 46-30, Ont.		1	Unprotected	Auto.
34313	26711-706	June 16	11 11 a.m.	C.N.R.	Northwood, 1-67 miles West of Chatham Sub., Mileage 54-24, Ont.		4	Unprotected	Auto.
34313	26711-709	June 16	9 15 a.m.	C.N.R.	Blackwater, West of L'Orignal Sub., Mileage 18-72, Ont.		1	Unprotected	Auto.
34384	26711-573	June 22	3 07 a.m.	C.N.R.	Welland Junction, 1st Crossing West of Station; Cayuga Sub., Mileage 18-02, Ont.		1	Unprotected	Auto.
34350	9437-552	June 29	2 55 p.m.	C.N.R.	London, Egerton Street, Ont.		1	Unprotected	Auto.
34319	9437-833	June 12	5 52 p.m.	C.N.R.	Chatham's Bay Station, 1st Crossing West; Renfrew Sub., Mileage 8-4, Ont.		4	Unprotected	Auto truck and trailer.

34393	26711-702	June 8	6-36 p.m.	C.N.R.	Windsor, 1st and, Wilson Street, Ont.	1	Unprotected	Bell and wigwag.	Bicycle.
34394	26711-703	June 22	6-20 p.m.	C.N.R.	Lakeview, Oakville Sub., Mileage 11-08, Ont.	1	Unprotected	Unprotected	Pedestrian.
34395	26711-704	June 28	7-10 p.m.	C.N.R.	Winona Station, 1st Crossing West; Grimsby Sub., Mileage 32-23, Ont.	1	Unprotected	Unprotected	Pedestrian.
34396	26711-705	June 8	7-10 p.m.	M.C.R.	Pelton, Walker Road, Ont.	2	Unprotected	Bell and wigwag.	Auto.
34397	26711-706	June 8	7-45 a.m.	N. St. C.	Danville Station, 1st Crossing West; Mileage 14-39, Ont.	1	Unprotected	Unprotected	Auto.
34398	26711-707	June 8	7-45 a.m.	N. St. C.	Danville Station, 1st Crossing West; Mileage 14-39, Ont.	1	Unprotected	Unprotected	Auto.
34399	26711-708	June 25	12-50 p.m.	T. & B.	Port Colborne, Clarence Street, Ont.	1	Unprotected	Unprotected	Auto.
34400	26711-709	June 27	9-00 k.	C.N.R.	Togo Sub., Mileage 51-35, Man.	1	Unprotected	Unprotected	Auto.
34401	26711-710	June 18	9-20 a.m.	C.P.R.	Tyndall Station, 2nd Crossing East; Lac du Bonnet Sub., Mileage 35-1, Man.	1	Unprotected	Unprotected	Auto.
34402	26711-711	June 11	5-45 a.m.	C.N.R.	Glenora Sub., Mileage 17, Sask.	2	Unprotected	Unprotected	Auto.
34403	26711-712	June 20	9-10 p.m.	C.N.R.	Donwood Sub., Mileage 42, Sask.	1	Unprotected	Unprotected	Auto.
34404	26711-713	June 20	4-35 p.m.	C.N.R.	Saskatoon, 11th Street; Stockyards; Gavel Sub., Mileage 1-93, Sask.	1	Unprotected	Unprotected	Auto.
34405	26711-714	July 10	4-40 p.m.	C.N.R.	St. James Sub., Mileage 28-55, N. B.	1	Unprotected	Unprotected	Auto.
34406	26711-715	July 8	9-35 p.m.	C.N.R.	Montreal, 1st Crossing West of Maple Leaf Flour Mill Plant, Que.	3	Unprotected	Unprotected	Auto.
34407	26711-716	July 1	9-30 a.m.	C.N.R.	St. Adolphe Station, 1st Crossing 1 mile East; Armagh Sub., Mileage 84-54, Que.	2	Unprotected	Unprotected	Auto.
34408	26711-717	July 13	7-53 a.m.	C.N.R.	Ville St. Pierre, Maple Avenue, Que.	1	Unprotected	Unprotected	Auto.
34409	26711-718	July 17	8-35 a.m.	C.N.R.	Dixville, 1st of; Sherbrooke Sub., Mileage 128, Que.	1	Unprotected	Unprotected	Auto.
34410	26711-719	July 15	1-15 a.m.	C.P.R.	St. Lazare, 1st Crossing West; Winchester Sub., Mileage 23-75, Que.	1	Unprotected	Unprotected	Auto.
34411	26711-720	July 25	4-40 p.m.	C.N.R.	New Toronto, 30th Street, Ont.	1	Unprotected	Unprotected	Auto.
34412	26711-721	July 21	1-55 a.m.	C.N.R.	Paris Junction, Ayr Road, 1 mile West of; Drumbo Sub., Mileage 1-19, Ont.	1	Unprotected	Unprotected	Auto.
34413	26711-722	July 8	1-00 p.m.	C.N.R.	Parry Sound, Bowes Street, Highway No. 69, Ont.	1	Unprotected	Unprotected	Auto.
34414	26711-723	July 19	7-09 p.m.	C.N.R.	Harrison, 3 mile North; Owen Sound Sub., Mileage 6-50, Ont.	1	Unprotected	Unprotected	Auto.
34415	26711-724	July 24	7-20 a.m.	C.N.R.	Beausville, 1st Crossing East; Grimsby Sub., Mileage 23-1, Ont.	2	Unprotected	Unprotected	Auto.
34416	26711-725	July 13	7-45 a.m.	C.N.R.	Omenace, West of; Campbellford Sub., Mileage 73-9, Ont.	1	Unprotected	Unprotected	Auto.
34417	26711-726	July 13	1-45 p.m.	C.P.R.	Craighurst Station, North of; MacTavish Sub., Mileage 73-91, Ont.	1	Unprotected	Unprotected	Auto.
34418	26711-727	July 6	1-55 p.m.	C.P.R.	Glen Station, 3 mile East of; Walkerton Sub., Mileage 9-11, Ont.	2	Unprotected	Unprotected	Auto.
34419	26711-728	July 20	12-35 p.m.	C.P.R.	Murillo, 2nd Crossing East; Kamistiquia Sub., Mileage 10-70, Ont.	5	Unprotected	Unprotected	Auto.
34420	26711-729	July 15	4-30 p.m.	P.M.R.	Eberts, 1 mile North of; Sarnia and Eriem Sub., about Mileage 27, Ont.	1	Unprotected	Unprotected	Auto.
34421	26711-730	July 10	17-30 k.	C.P.R.	Shoal Lake Station, 1st Crossing East; Breckenbury Sub., 1,120 feet West of Mileage 36, Man.	1	Unprotected	Unprotected	Auto.
34422	26711-731	July 2	2-13 p.m.	C.P.R.	Bridgwater, 1st Crossing East; Lenore Sub., Mileage 27-08, Man.	1	Unprotected	Unprotected	Auto.
34423	26711-732	July 5	5-18 p.m.	C.N.R.	Saskatoon, 11th Street; Stockyards; Sask.	1	Unprotected	Unprotected	Auto.
34424	26711-733	July 26	9-50 k.	C.N.R.	Touchwood Sub., Mileage 83-6, Sask.	1	Unprotected	Unprotected	Auto.
34425	26711-734	July 20	4-05 k.	C.P.R.	Pilot Butte Station, 1st Crossing East; Indian Head Sub., Mileage 33-5, Sask.	1	Unprotected	Unprotected	Auto.
34426	26711-735	July 24	20-30 k.	C.N.R.	Heinsburg, Coronado Sub., Mileage 159-98, Alta.	1	Unprotected	Unprotected	Auto.
34427	26711-736	July 18	1-05 p.m.	C.P.R.	Calgary, 1st Crossing Main Provincial Highway, North of; Red Deer Sub., Mileage 5, Alta.	1	Unprotected	Unprotected	Auto.
34428	26711-737	July 10	10-43 k.	C.P.R.	Nanton, 1st Crossing South of Railway Depot; MacLeod Sub., Mileage 56-52, Alta.	2	Unprotected	Unprotected	Auto.
34429	26711-738	July 26	7-45 k.	E. & N.	Osborne Station, 1st Crossing North; Victoria Sub., Mileage 47-7, B.C.	2	Unprotected	Unprotected	Auto.
34430	26711-739	July 17	2-13 p.m.	B.C.E.	Paradise, North of Station; Lulu Island Sub., Mileage 9-6, B.C.	1	Unprotected	Unprotected	Auto.
34431	26711-740	Aug. 6	8-40 p.m.	C.N.R.	Sydney Yard, Bentinck Street, N.S.	4	Unprotected	Unprotected	Auto.
34432	26711-741	Aug. 10	3-30 p.m.	C.N.R.	La Sarré Station, 1st Crossing East; Makamik Sub., Mileage 25-9, Que.	1	Unprotected	Unprotected	Auto.
34433	26711-742	Aug. 6	5-55 p.m.	C.N.R.	New Richmond Station, 3rd East of; Cascadia Sub., Mileage 70-18, Que.	1	Unprotected	Unprotected	Auto.
34434	26711-743	Aug. 15	10-00 a.m.	C.N.R.	Chaudière Station, 1st Crossing East; Drummondville Sub., Mileage 9-3, Que.	3	Unprotected	Unprotected	Auto.
34435	26711-744	Aug. 25	10-55 p.m.	C.N.R.	Iberville, Lemoyne Sub., Mileage 0-68, Que.	2	Unprotected	Unprotected	Auto.
34436	26711-745	Aug. 29	8-00 p.m.	C.N.R.	St. Arsen, Lemoyne Sub., Que.	1	Unprotected	Unprotected	Auto.
34437	26711-746	Aug. 7	11-30 a.m.	C.P.R.	Drummondville Station, 2nd Crossing South; Drummondville Sub., Mileage 58-68, Que.	1	Unprotected	Unprotected	Auto.
34438	26711-747	Aug. 9	2-30 p.m.	C.P.R.	St. Rose Station, 3rd Crossing East; Park Avenue Sub., Mileage 16-43, Que.	3	Unprotected	Unprotected	Auto.
34439	26711-748	Aug. 6	9-35 a.m.	C.N.R.	Peterboro, Park and Westcott Streets, Ont.	1	Unprotected	Unprotected	Auto.
34440	26711-749	Aug. 6	9-35 a.m.	C.N.R.	Peterboro, Park and Westcott Streets, Ont.	2	Unprotected	Unprotected	Auto.





34585	3701-38	Sept. 1	11 00 a.m.	C.P.R.	Parham Station, East of Goderich Sub., Mileage 106-18, Ont.	1	Unprotected.	Auto truck.
34725	23029-54	Sept. 14	11 12 a.m.	P.M.R.	Harrow, 24 Miles West; 3rd Concession, Ont.	1	Unprotected.	Pedestrian.
34624	27863-118	Sept. 14	20 35 k.	C.P.R.	Windsor, 1st Crossing East of Station; Keewatin Sub., Mileage 71-94, Man.	1	Unprotected.	Auto truck.
34604	27365-121	Sept. 26	11 18 k.	C.P.R.	Mol on's Station, 1st Crossing West of Keewatin Sub., Mileage 87-9, Man.	1	Unprotected.	Pedestrian.
34698	2 807-133	Sept. 26	15 30 k.	C.P.R.	Bulyea Sub., Mileage 82, Sask.	1	Unprotected.	Pedestrian.
34603	28586-53	Sept. 29	7 35 k.	C.N.R.	Bulyea Station, 1st Crossing North; Three Hills Sub., Mileage 123-06, Alta.	1	Unprotected.	Auto.
34663	27811-145	Sept. 30	10 30 a.m.	C.P.R.	Tilley, 1st Crossing West; Brooks Sub., Mileage 53-6, Alta.	3	Unprotected.	Auto.
34665	27073-88	Sept. 19	7 25 k.	C.P.R.	Patuac, Cascade Sub., Mileage 84-46; B.C.	1	Unprotected.	Auto truck.
34623	34063-1	Sept. 7	7 25 k.	C.P.R.	Vancouver, 5th Avenue; Burnaby Line; District No. 4, B.C.	1	Unprotected.	Pedestrian.
34749	27073-121	Sept. 7	9 15 a.m.	B.C.R.	Nanaimo, Westwood Street; Victoria Sub., Mileage 72-7, B.C.	2	Unprotected.	Auto.
34744	27215-147	Oct. 10	12 40 p.m.	C.N.R.	Naugle, 100 feet East of Station Shelter; Dartmouth Sub., Mileage 25-9, N.S.	1	Unprotected.	Auto truck.
34813	27218-148	Oct. 30	9 25 a.m.	C.N.R.	Perguson's Crossing; Oxford Sub., Mileage 38-73, N.S.	1	Unprotected.	Auto.
34785	27218-149	Oct. 7	3 25 p.m.	C.N.R.	Albion, East of Loading Platform; Springhill Sub., Mileage 23-03, N.S.	1	Unprotected.	Auto.
34704	33229-119	Oct. 7	7 20 a.m.	C.N.R.	Pointe du Lac Sub., Mileage 0-64, N.B.	2	Unprotected.	Auto truck.
34747	14813	Oct. 7	7 15 p.m.	C.N.R.	Monte-Carmine Street, near East Col; Cornwall Sub., Mileage 5-48, Que.	1	Unprotected.	Auto.
34711	26782-206	Oct. 10	9 25 p.m.	C.N.R.	Ville St. Pierre Station, just East Col; Cornwall Sub., Mileage 5-48, Que.	1	Unprotected.	Pedestrian.
34803	26782-20	Oct. 10	9 25 p.m.	C.N.R.	Sorel Station, 1st Crossing East; Sorel Sub., Mileage 44-37, Que.	7	Unprotected.	Auto truck.
34765	27156-241	Oct. 7	7 35 a.m.	C.N.R.	Chicoutimi, Thériault Street, Joniere Sub., Mileage 220-1, Que.	1	Unprotected.	Auto.
34840	27652-26	Oct. 21	8 48 a.m.	G.P.R.	Knowlton, 2nd Crossing South; Drummondville Sub., Mileage 6-1, Que.	3	Unprotected.	Auto.
34848	27156-242	Oct. 21	5 00 p.m.	C.N.R.	Lemnoxville, West Side; Sherbrooke Sub., Mileage 103-54, Que.	1	Unprotected.	Auto.
34774	36040	Oct. 25	10 55 p.m.	H.E.R.	Annunciation Station, 1st Crossing North; Ste. Agathe Sub., Mileage 33-75, Que.	1	Unprotected.	Auto truck.
34723	31046-17	Oct. 15	9 45 a.m.	Q.C.R.	Hull, 1st Crossing West of Montedon Street; near Front Street; Que.	1	Unprotected.	Auto.
34729	1682	Oct. 9	8 40 p.m.	C.N.R.	Theford Mines Station, 1st Crossing North; Quebec Sub., Mileage 68-17, Que.	1	Unprotected.	Auto.
34696	26711-614	Oct. 2	5 00 p.m.	C.N.R.	Toronto, Greenwood Avenue; Oshawa Sub., Mileage 3-57, Ont.	2	Unprotected.	Pedestrian.
34697	26711-717	Oct. 4	6 55 p.m.	C.N.R.	Clinton Junction, 4th Crossing North; Exeter Sub., Mileage 49-42, Ont.	1	Unprotected.	Auto.
34763	26711-719	Oct. 10	8 30 p.m.	C.N.R.	Shakespeare, 4 Mile East; Brampton Sub., Mileage 81-58, Ont.	1	Unprotected.	Auto.
34836	26763-171	Oct. 20	8 35 a.m.	C.N.R.	Pelletier, 1 1/2 Miles North; Bala Sub., Mileage 57, Ont.	3	Unprotected.	Auto.
34798	26711-577	Oct. 24	3 58 p.m.	C.N.R.	Cornwall, East of; Belleville Crossing, Ont.	2	Unprotected.	Auto.
34785	26711-720	Oct. 14	4 54 p.m.	C.N.R.	St. Marys, James Street; Forest Sub., Mileage 0-29, Ont.	1	Unprotected.	Auto.
34767	26711-721	Oct. 11	9 50 a.m.	C.N.R.	Cookstown Station, 2nd Crossing South; Milton Sub., Mileage 18-3, Ont.	1	Unprotected.	Auto truck.
34790	26725-463	Oct. 14	11 35 a.m.	C.N.R.	Gollingswood Station, Birch Street; Alliston Sub., Mileage 30-9, Ont.	2	Unprotected.	Auto.
34750	26725-462	Oct. 14	11 35 a.m.	C.P.R.	Markstay, Cartier Sub., Mileage 55, Ont.	1	Unprotected.	Auto.
34781	27315-17	Oct. 8	9 27 p.m.	L.E. & N.	Spanish Station, 1st Crossing East; Thessalon Sub., Mileage 23-5, Ont.	2	Unprotected.	Auto.
34793	26744-123	Oct. 30	4 15 p.m.	T.H. & B.	Muple Grove Shelter; Port Dover to Galt Sub., Mileage 27-7, Ont.	6	Unprotected.	Auto.
34773	26744-124	Oct. 21	5 04 p.m.	C.N.R.	Wendland Sub., Mileage 20-1; Durham Road Crossing, Ont.	2	Unprotected.	Auto.
34776	26744-124	Oct. 25	5 04 p.m.	C.N.R.	Crowder Sub., Mileage 68-8, Man.	2	Unprotected.	Auto.
34727	26807-102	Oct. 12	15 35 k.	C.P.R.	Selkirk, 1st Crossing of Shelter; Victoria Beach Sub., Mileage 23-8, Man.	1	Unprotected.	Auto.
34699	26807-134	Oct. 17	22 20 p.m.	C.P.R.	Winnipeg, Notre Dame Avenue; Gimli Sub., Mileage 0-88, Man.	1	Unprotected.	Pedestrian.
34735	26807-135	Oct. 21	22 20 p.m.	C.P.R.	Brook Station, 1st Crossing West; Rosetown Sub., Mileage 103-7, Sask.	1	Unprotected.	Auto.
34764	26807-135	Oct. 21	22 20 p.m.	C.P.R.	Parkburg Station, 1st Crossing East; Swift Current Sub., Mileage 54-5, Sask.	2	Unprotected.	Auto.
34824	27841-148	Oct. 26	15 58 k.	C.P.R.	Swift Current Sub., Mileage 97-1, Sask.	1	Unprotected.	Auto.
34804	27841-147	Oct. 20	15 15 k.	C.P.R.	Drumheller Yard, East of Red Deer River Bridge, Alta.	1	Unprotected.	Auto.
34778	27811-147	Oct. 15	12 10 p.m.	C.P.R.	Wessau, near Irricana Sub., Mileage 4, Alta.	1	Unprotected.	Auto.
34751	27073-24	Oct. 6	2 15 a.m.	C.P.R.	Pierre Butte Station, 1st Crossing West; Turin Sub., Mileage 13-03, Alta.	1	Unprotected.	Auto.
34861	11738-152	Oct. 22	22 10 k.	C.P.R.	Canthan, Slaughterhouse Street; Cascade Sub., Mileage 112-20, B.C.	1	Unprotected.	Auto.
34900	33550-44	Nov. 2	5 45 p.m.	C.N.R.	Panorama, South; Fairview Road; Carmin Sub., Mileage 133-5, B.C.	1	Unprotected.	Auto.
34901	27218-150	Nov. 12	7 30 p.m.	C.N.R.	Black Springs Crossing; Thorburn Sub., Mileage 2-33, N.S.	1	Unprotected.	Auto.
34915	33229-59	Nov. 22	11 55 p.m.	C.N.R.	Turo, High Street; Malgrave Sub., Mileage 0-76, N.S.	1	Unprotected.	Auto.



STATEMENT No. 18. Highway crossing accidents for the year ended December 31, 1940—*Continued*

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
34573	28500-9	Nov. 5	9.44 a.m.	D.A.R.	Maxwellton, 2nd Crossing East of Station; Yarmouth Sub., Mileage 60-5, N.S.	1		1 Unprotected	Auto truck.
34574	28522-120	Nov. 11	7.20 p.m.	C.N.R.	South Devon, Barken Street, Nashua Sub., Mileage 103-00, N.B.			1 Unprotected	Auto.
34575	27201-62	Nov. 11	1.50 p.m.	C.N.R.	Point de Gaspé, 1-7 Miles North Shingogoue Sub., Mileage 90-07, N.B.	2		1 Unprotected	Auto.
34576	27201-185	Nov. 11	11.50 p.m.	C.N.R.	Etterville, Cathedral Street, Rimouski Sub., Mileage 18-17, Que.	6		1 Bell and wigwag	Auto truck.
34577	26783-308	Nov. 11	7.22 p.m.	C.N.R.	St. Joseph de Sorel, Pointe-au-Pas Road, Sorel Sub., Mileage 43-7, Que.			1 Unprotected	Auto.
34578	26783-308	Nov. 11	1.51 a.m.	C.N.R.	Malartic Station, 1st Crossing East, Val d'Or Sub., Mileage 53-2, Que.	2		1 Unprotected	Auto.
34579	26783-302	Nov. 11	11.40 p.m.	C.N.R.	Chaudière Station, 1st Crossing East, Drummondville Sub., Mileage 9-3, Que.			5 Unprotected	Auto.
34580	26784-307	Nov. 23	12.20 p.m.	C.N.R.	Montreal, 1st Crossing West, St. Hyacinthe Sub., Mileage 15-40, Que.	3		1 Unprotected	Auto truck.
34581	26783-70	Nov. 18	10.20 a.m.	C.N.R.	Metabedochon, 1st Crossing North, Jonquière Sub., Mileage 185-7, Que.	1		1 Unprotected	Horse-drawn vehicle.
34582	27156-243	Nov. 16	10.10 a.m.	C.P.R.	Portneuf, 1st Crossing East; Québec Sub., Mileage 125-07, Que.			1 Unprotected	Auto.
34583	27156-88	Nov. 16	3.25 p.m.	C.P.R.	St. Vincent de Paul Station, 1st Crossing East; Three Rivers Sub., Mileage 5-53, Que.	2		1 Unprotected	Auto truck.
34584	27133	Nov. 25	7.28 a.m.	C.P.R.	Lacette Station, Québec Sub., Mileage 152-37, Que.			1 Unprotected	Auto truck.
34585	12472-55	Nov. 2	7.17 a.m.	M.A.S.C.	Alfred Station, W. Gravel Road, Interurban Sub., Mileage 38-77, Que.			1 Unprotected	Auto.
34586	9407-125	Nov. 24	5.35 p.m.	C.N.R.	Brookville, William Street, Ontario Sub., Mileage 29-88, Ont.			1 Bell and wigwag	Auto truck.
34587	9437-1211	Nov. 25	7.26 p.m.	C.N.R.	Thornhill, 2nd Crossing South of, Ont.			1 Bell and wigwag	Auto truck.
34588	26711-724	Nov. 17	1.22 a.m.	C.N.R.	Thornhill, 2nd Crossing South of, Ont.			3 Unprotected	Auto.
34589	26711-722	Nov. 18	6.10 p.m.	C.N.R.	Waterloo, King Street, Waterloo Sub., Mileage 1-77, Ont.			1 Unprotected	Auto.
34590	26711-722	Nov. 18	6.10 p.m.	C.N.R.	Port Colborne Station, 5th Crossing West of Sault Street; Dunnville Sub., Mileage 19-61, Ont.			3 Unprotected	Auto.
34591	26711-730	Nov. 1	5.50 p.m.	C.N.R.	New Toronto, New Toronto Street; Toronto Terminal Sub., Ont.			2 Unprotected	Auto.
34592	27283-7	Nov. 2	6.30 p.m.	C.N.R.	West Toronto, 1st Crossing North of Newmarket Sub., Mileage 30-00, Ont.			1 Unprotected	Auto.
34593	9407-1008	Nov. 29	5.49 p.m.	C.N.R.	West Toronto, 1st Crossing North of Newmarket Sub., Mileage 30-00, Ont.			1 Unprotected	Auto.
34594	26711-723	Nov. 15	6.30 p.m.	C.N.R.	Terminal Sub., Ont.			1 Unprotected	Auto.
34595	26711-724	Nov. 20	8.40 a.m.	C.N.R.	Pallance, 1st Crossing East of, Algonquin Sub., Mileage 1-3, Ont.			1 Unprotected	Auto.
34596	26727-246	Nov. 23	7.25 p.m.	C.P.R.	Robbinston, Belleville Sub., Mileage 8-33, Ont.			1 Unprotected	Auto.
34597	9437-1219	Nov. 6	11.00 p.m.	C.P.R.	Ottawa, Bank Street; Metairie Road; Old Sussex Street Sub., Mileage 1-35, Ont.			2 Unprotected	Auto.
34598	26727-465	Nov. 23	5.20 p.m.	C.P.R.	Needing, 1st Crossing West of; Kaministiquia Sub., Mileage 8-61, Ont.			1 Unprotected	Auto.
34599	26727-132	Nov. 12	1.55 p.m.	C.P.R.	Beachville Station, 1-29 miles West of, St. Thomas Sub., Mileage 5-49, Ont.			1 Unprotected	Auto.
34600	26727-271	Nov. 7	5.20 p.m.	C.P.R.	Needing, 1st Crossing West of; Kaministiquia Sub., Mileage 8-61, Ont.			1 Unprotected	Auto.
34601	26727-271	Nov. 9	11.35 a.m.	C.P.R.	St. Thomas, 1st Crossing West of; St. Thomas Sub., Mileage 221-40, Ont.	1		1 Unprotected	Auto.
34602	26711-247	Nov. 30	12.14 p.m.	C.P.R.	St. Thomas, Princess Avenue Crossing, Ont.			1 Bell and wigwag	Auto.
34603	9437-528	Nov. 4	8.35 p.m.	P.M.R.	Blenheim Station, 1st Crossing West of; St. Thomas and Walkerville Sub., Mileage 74-20, Ont.			1 Bell and wigwag	Auto.
34604	26744-126	Nov. 13	10.55 a.m.	C.N.R.	Silver Plains Station, 1st Crossing South; Letellier Sub., Mileage 29-4, Man.	1		1 Bel land wigwag	Auto.
34605	32352	Nov. 4	5.53 p.m.	C.N.R.	Dauphin Station, 1 Crossing East of; Gladstone Sub., Mileage 177-41, Man.			1 Unprotected	Auto.
34606	26744-125	Nov. 13	5.05 p.m.	C.P.R.	Winnipeg, Logan Avenue; Glenboro Sub., Mileage 0-3, Man.			1 Unprotected	Auto.
34607	26744-125	Nov. 17	10.40 p.m.	Midland Railway.	Winnipeg, Notre Dame Avenue, Man.			1 Unprotected	Auto.

NOV. 10	4.15 a.m.	C.N.R.	Melville, 2nd Crossing West of; West Main Line Switch; Touchwood Sub., Mileage 14, Sask.	1	Unprotected.	Auto.
34591	35388	C.N.R.	Melville, 2nd Crossing West of; West Main Line Switch; Touchwood Sub., Mileage 14, Sask.	3	Unprotected.	Auto.
34983	27407-174	C.N.R.	Tonkin Sub., Mileage 73-48, Sask.	1	Unprotected.	Auto truck.
34826	26807-88	C.N.R.	Whitewood Station, 2nd Crossing West of; Broadview Sub., Mileage 117-28, Sask.	1	Unprotected.	Auto.
34884	30762-244	C.P.R.	Glen Ewan Station, 1st Crossing West of; Estevan Sub., Mileage 107-6, Sask.	2	Unprotected.	Auto truck.
34895	26807-87	C.P.R.	Weyburn, 3rd Street Crossing; Portal Sub., Mileage 84-5, Sask.	1	Unprotected.	Auto.
34916	28786-5	C.N.R.	Vegreville Station, 1st Crossing East of; Vegreville Sub., Mileage 57, Alta.	1	Unprotected.	Auto.
34918	28786-119	C.N.R.	Edmonton, 103rd Avenue, Alta.	1	Unprotected.	Auto.
34874	27811-150	C.N.R.	Midnapore; MacLeod Sub., Mileage 10-78, Alta.	1	Unprotected.	Auto.
34823	27811-149	C.P.R.	Penhold, 1st Crossing North of North Switch; Red Deer Sub., Mileage 84-3, Alta.	1	Unprotected.	Auto.
34911	27073-122	C.P.R.	Trail, Pine Avenue; Rossland Sub., B.C.	1	Unprotected.	Auto truck.
72984	27218-48	C.N.R.	Truro, Prince Street; Springhill Sub., Mileage 18, N.S.	2	Gates.	Auto.
33094	27218-18	C.N.R.	Mudgrave Sub., Mileage 34-53, N.S.	1	Bell and wigwag.	Auto.
33094	27218-40	C.N.R.	Grand Falls; Edmundston Sub., Mileage 18-78, N.B.	2	Unprotected.	Auto.
34915	33229-123	C.N.R.	McClintock Station, 1st Crossing East of; Nashvaak Sub., Mileage 74-6, N.B.	2	Unprotected.	Auto truck.
34914	27401-80	C.P.R.	Rockland Station, 0-79 of a mile North; Gibson Sub., Mileage 48-11, N.B.	1	Unprotected.	Auto truck.
34996	26782-309	C.N.R.	St. Wenceslas, East of; Drummondville Sub., Mileage 75-7, Que.	2	Unprotected.	Horse-drawn vehicle.
34963	27156-84	C.P.R.	St. Johns Station, 3rd Crossing South of; Champlain Street; Adirondack Sub., Mileage 19-87, Que.	1	Unprotected.	Auto.
34939	27156-176	C.P.R.	Louiseville Station, 1st Crossing West of; Three Rivers Sub., Mileage 61-6, Que.	1	Unprotected.	Auto.
34979	27156-244	C.P.R.	Lachute Sub., Mileage 77-92, Que.	1	Unprotected.	Auto.
34976	9437-860	C.N.R.	Hamilton, Sherman Avenue; Grimsby Sub., Mileage 42-08, Ont.	1	Gates.	Auto.
34997	26711-184	C.N.R.	Niagara Falls, West of; Welland Sub., Mileage 1-21; Highway No. 8, Ont.	1	Bell and wigwag.	Auto.
34980	26711-725	C.N.R.	Peterboro, Ware Street; Campbellford Sub., Mileage 62-32, Ont.	1	Unprotected.	Auto.
34967	26711-153	C.N.R.	Guelph Junction, North of; Highway No. 7; Fergus Sub., Mileage 32-15, Ont.	1	Unprotected.	Auto.
35004	26711-244	C.N.R.	London East, Highbury Avenue; Dundas Sub., Ont.	1	Unprotected.	Auto.
74039		C.N.R.	Merrivale Road, 1st Crossing West of; Beachburg Sub., Mileage 8, Ont.	1	Unprotected.	Horse-drawn vehicle.
35010	9437-983	C.P.R.	Milverton, Goderich Sub., Mileage 66-55, Ont.	1	Bell and wigwag.	Auto truck.
34987	26727-311	C.P.R.	Zorra Station, 1-6 miles West of; Galt Sub., Mileage 96-54, Ont.	3	Unprotected.	Auto.
34951	26727-466	C.P.R.	Bay Station, North of; MacTier Sub., Mileage 51-85, Ont.	1	Unprotected.	Auto.
34986	26727-402	C.P.R.	Boltby, MacTier Sub., Mileage 20-5, Ont.	2	Unprotected.	Auto.
34936	26727-423	C.P.R.	Tilbury, Regent Street; Carleton Place Sub., Mileage 80-4, Ont.	1	Unprotected.	Auto.
34956	Case 4610	C.P.R.	Hurdman, 1 mile West of; Perth to Buffalo Sub., Mileage 38-07, Ont.	1	Bell and wigwag.	Auto truck.
35019	3192-8	C.N.R.	Westport, 1 mile West of; Russell Road Crossing, Ont.	2	Unprotected.	Auto.
34944	26744-127	C.P.R.	Makimac, West of; Westport, Russell Road Crossing, Ont.	1	Unprotected.	Auto.
34954	27365-123	C.P.R.	Westbourne, 1st Crossing North of; Chudstone Sub., Mileage 157-5, Man.	3	Unprotected.	Auto.
35018	37572	C.P.R.	Winnipeg, Academy Road; L. R. here Sub., Mileage 3-4, Man.	2	Unprotected.	Auto.
74001	27467-106	C.N.R.	Prince Albert, 2nd Avenue, West; Rock Lake Sub., Sask.	1	Unprotected.	Auto.
74084	25388	C.N.R.	Melville, 4 mile West of; Highway No. 6, Sask.	1	Unprotected.	Auto.
34973	27467-175	C.N.R.	Regina, 11th Avenue; Regina, Sask.	1	Unprotected.	Auto.
34938	27811-144	C.N.R.	High River, 3rd Street Crossing; MacLeod Sub., Mileage 38-57, Alta.	1	Unprotected.	Auto taxi.
34932	618-17	C.P.R.	Calgary, 15th Street East; Calgary Terminal Sub., Alta.	1	Unprotected.	Auto truck.
35007	27073-24	C.P.R.	Coultunham, Sloughness Street; Cascade Sub., Mileage 112-20, B.C.	1	Unprotected.	Auto.
35005	27073-123	E. & N.	Horne Lake Road Crossing; Victoria Sub., Mileage 110-1, B.C.	2	Unprotected.	Auto truck.
			Totals.	133	485	

Total Accidents, 346.

## STATEMENT NO. 19.—Contributing Factors Involved in Various Classes of Crossing Accidents for Year 1940

## MOTOR VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	118	61	135
Night hours.....	74	28	127
Total.....	192	89	262

## HORSE-DRAWN OR OTHER VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	6	3	4
Night hours.....	2	3	.....
Total.....	8	6	4

## PEDESTRIANS STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	13	11	2
Night hours.....	7	4	4
Total.....	20	15	6

## MOTOR VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight hours.....	35	11	44
Night hours.....	66	11	127
Total.....	101	22	171

## ACCIDENTS IN WHICH RAILWAY TRACK CARS INVOLVED

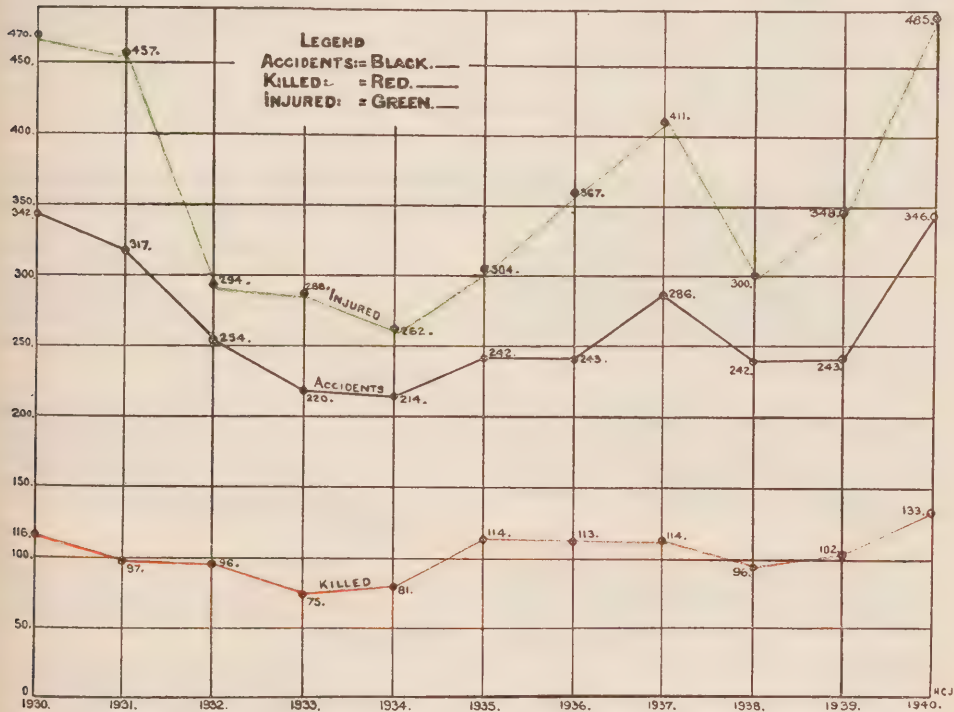
	Accidents	Killed	Injured
Daylight hours.....	23	1	40
Night hours.....	2	.....	2
Total.....	25	1	42

## TOTAL NUMBER OF ACCIDENTS

	Accidents	Killed	Injured
Daylight hours.....	195	87	225
Night hours.....	151	46	260
Grand Total.....	346	133	485

Number of accidents which occurred at crossings protected by Gates.....	10
Number of accidents which occurred at crossings protected by Flashing Lights and Bell.....	2
Number of accidents which occurred at crossings protected by Bell.....	6
Number of accidents which occurred at crossings protected by Bell and Wigwag...	46
Number of accidents which occurred at crossings protected by Watchman.....	4
Number of accidents which occurred at crossings unprotected.....	278
Total.....	346

STATEMENT No. 20.—Graphic Chart showing number of accidents; number killed, and number injured at Highway Crossings, at grade







## STATEMENT No. 21.—Number of Freight Cars Inspected, showing cars defective for the year ended December 31, 1940

Railway	Cars Inspected	Cars Defective
Canadian National.....	37,042	1,835
Canadian Pacific.....	23,975	1,195
Algoma Central and Hudson Bay.....	275	15
British Columbia Electric.....	285	9
Dominion Atlantic.....	50	2
Great Northern.....	125	1
Hull Electric.....	1	16
Michigan Central.....	1,100	15
Northern Alberta.....	340	3
New York Central.....	10	7
Pere Marquette.....	213	28
Toronto, Hamilton and Buffalo.....	475	5
Temiscouata.....	25	
Totals.....	63,916	3,131

## STATEMENT No. 22.—Defective Safety Appliances on freight cars reported by the Board's Inspectors for the year ended December 31, 1940

<p><b>COUPLER AND PARTS, including:</b>  Broken or worn coupler.  Guard arm short.  Knuckle broken, worn or missing.  Knuckle pin broken, worn, bent, or missing.  Lock block broken, worn, bent, missing or inoperative.  (Defects 133)</p> <p><b>HEIGHT OF COUPLERS, including:</b>  Coupler too high.  Coupler too low.  Coupler tie straps loose or missing.  Carrier irons worn, loose or broken.  Carrier nuts and bolts broken or missing.  (Defects 889)</p> <p><b>TRUCK AND SPRING DEFECTS, including:</b>  Body or truck frictions broken, loose or missing.  Centre castings worn, broken or loose.  Truck springs broken or missing.  (Defects 169)</p> <p><b>UNCOUPLING MECHANISM, including:</b>  Uncoupling levers broken, bent or loose.  Uncoupling lever incorrectly applied.  Uncoupling links broken, loose or missing.  Uncoupling link kinked and not operative.  Uncoupling lever brackets broken, bent or loose.  Uncoupling levers non standard.  (Defects 213)</p> <p><b>HANDHOLDS, including:</b>  Handholds broken, bent, loose or missing.  Handholds incorrectly applied.  (Defects 153)</p> <p><b>SILL STEPS, including:</b>  Sill steps broken, bent, loose or missing.  Sill steps incorrectly applied.  (Defects 146)</p> <p><b>LADDERS, including:</b>  Ladders bent, loose or missing.  Ladders incorrectly applied.  Ladder round broken, bent, loose or missing.  (Defects 86)</p>	<p><b>RUNNING BOARDS, including:</b>  Running boards broken, loose or missing.  Running boards incorrectly applied.  Running boards with non standard end clearance.  Broken or loose end or side fascia boards.  Holes in decking of flat and open-top cars.  (Defects 381)</p> <p><b>HANDBRAKES, including:</b>  Defective brakemast, pawls, dogs, ratchet wheels, brake chains and rods, brake pulley wheels, brake wheels or levers.  Non standard clearance brakemast wheels, including load fouling brakemast wheel.  (Defects 569)</p> <p><b>AIR BRAKES, including:</b>  Cylinders and triple valve not cleaned within A.R.A. limit of cleaning.  Cylinder and triple valve not stencilled with date of cleaning.  Brakes cut out.  (Defects 613)</p> <p><b>ALL AIR BRAKE DEFECTS, including:</b>  Triple valve defective.  Reservoir defective.  Cylinder defective.  Cut-out cock defective.  Release cock defective.  Release rod defective.  Angle cock defective.  Train pipe defective or loose.  Train pipe clamps missing.  Hose defective.  Hose gasket defective.  Retaining valve defective or missing.  Retaining pipe defective or missing.  (Defects 212)</p> <p><b>SIDE DOORS, ETC., including:</b>  Side doors loose and protruding from side of cars.  Miscellaneous.  (Defects 121)</p> <p>Total Defects..... 3,685</p>
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## STATEMENT No. 23. Number of Locomotives Inspected, and Number of Defects on Railways, for the year ended December 31, 1940

Classification	Total Defects
Air compressors.....	2
Ashpans or mechanism.....	1
Blow-off cocks.....	34
Boiler checks.....	1
Brake equipment.....	3
Cabs or cab windows, curtains.....	5
Coupling or uncoupling devices.....	52
Crossheads, guides, pistons or piston rods.....	15
Cylinders, saddles, or steam chests.....	1
Domes or dome caps.....	1
Draft gear.....	10
Draw gear.....	5
Driving boxes, shoes, wedges or pedestals.....	31
Fire-box sheets.....	3
Flues.....	1
Frames, tail pieces, or braces, locomotive.....	2
Gauges or gauge fittings, air.....	1
Gauges, steam.....	26
Gauge rocks.....	9
Grate shakers, and fire doors.....	1
Handholds.....	51
Injectors and connections.....	26
Inspections or tests not made as required.....	3
Lateral motion.....	33
Lights, cab or classification.....	1
Lights, headlight.....	1
Lubricators and appurtenances.....	1
Packing nuts.....	2
Pilot or pilot beams.....	1
Rods, main and side, crank pins or collars.....	2
Sanders.....	6
Springs or spring rigging.....	10
Steam pipes.....	1
Steam valve.....	1
Steps.....	31
Tender.....	2
Telltale holes.....	1
Trucks, engine.....	4
Trucks, tender.....	2
Washout plugs.....	3
Water glass, fittings or shields.....	10
Wheels.....	28
Miscellaneous.....	17
Fire protective appliances.....	43
Total Defects.....	484

	Locomotives Inspected
Canadian National.....	4,322
Canadian Pacific.....	2,784
Miscellaneous Railways.....	650
Total.....	7,756

STATEMENT No. 24.—Summary of Reports on Fires in Forest Sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, Season of 1940

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railways	Miscel- laneous Railway (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number of causes—</i>										
Locomotive, Class A fires.....	1	36	10	6	2	.....	3	.....	.....	58
Locomotive, Class B fires.....	8	30	8	10	7	.....	10	.....	1	74
Locomotive, Class C fires.....	.....	3	3	1	4	.....	3	.....	.....	14
Employees, Class A fires.....	3	.....	2	7	4	1	.....	.....	.....	17
Employees, Class B fires.....	2	4	2	8	7	1	.....	.....	1	25
Employees, Class C fires.....	.....	1	.....	.....	2	1	3	.....	.....	7
Total, Class A fires.....	4	36	12	13	6	1	3	.....	.....	75
Total, Class B fires.....	10	34	10	18	14	1	10	.....	2	99
Total, Class C fires.....	1	4	3	1	6	1	6	.....	.....	21
Total, all railway fires.....	14	74	25	32	26	3	19	.....	2	195
<i>Areas burned (acres)—</i>										
Young forest growth.....	17	38	47	21	49	.....	71,010	.....	7	71,189
Merchantable timber.....	2	19	3	2	57	.....	40	.....	.....	123
Slashing or old burn.....	1	8	5	6	82	.....	.....	.....	.....	102
Other classes of land.....	13	762	13	13	296	482	14,311	.....	4	15,894
Total.....	33	827	68	42	484	482	85,361	.....	11	87,308
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 22	\$ 139	\$ 82	\$ 27	\$ 86	\$ .....	\$ 14,476	.....	\$ 6	\$ 14,838
Standing timber.....	8	16	34	.....	41	.....	125	.....	.....	224
Forest products.....	15	.....	43	10	.....	.....	.....	.....	.....	68
Other property.....	420	258	.....	10	3	10	.....	.....	.....	710
Total.....	\$ 465	\$ 413	\$ 159	\$ 47	\$ 130	\$ 10	\$ 14,601	.....	\$ 6	\$ 15,831



STATEMENT No. 24.—Summary of Reports on Fires in Forest Sections originating within 300 feet of track along railway lines under the jurisdiction of the Board, Season of 1940—*Concluded*

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscel- laneous Railways (c)	Totals
<i>Known Causes other than Railway—</i>										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.		9		9	3		1			22
Campers and travellers, Class B fires.	9	8		8	5		2			32
Campers and travellers, Class C fires.	1	2		1	2					6
Settlers, Class A fires.		1		3	5		6			15
Settlers, Class B fires.				1						1
Settlers, Class C fires.			1	1	2		1			8
Other known causes, Class A fires.	1	2		1	3					7
Other known causes, Class B fires.	1									1
Other known causes, Class C fires.	1						3			31
Total, Class A.	10	12	1	9	5		8			54
Total, Class B.	2	11		12	13					8
Total, Class C.		2		2	2					
Total.	13	25	1	23	20		11			93
<i>Areas burned (acres)—</i>										
Young forest growth.	80	405		43	18					546
Merchantable timber.		500			22					522
Steady or old burn.	3			138	9					150
Other classes of land.	29	591		35	271		6			932
Total.	112	1,496		216	320		6			2,150
<i>Value of property destroyed—</i>										
Young forest growth.	\$ 8	\$ 3,043		\$ 20	\$ 153					\$ 3,224
Standing timber.		250			51					301
Forest products.					15					94
Other property.	18	300			106					523
Total.	\$ 26	\$ 3,593		\$ 198	\$ 325					\$ 4,142

*Fires of unknown origin—**Number—*

Class A.....	2	1	6	4	3	.....	.....	.....	.....	.....	16
Class B.....	3	.....	5	6	11	.....	.....	.....	.....	.....	27
Class C.....	1	1	.....	2	2	.....	.....	.....	.....	.....	9
Total.....	6	2	11	12	16	.....	.....	.....	.....	.....	52
<i>Areas burned (acres) —</i>											
Young forest growth.....	3	.....	2	22	1,807	.....	.....	.....	.....	.....	1,834
Merchantable timber.....	.....	.....	.....	.....	2,180	.....	.....	.....	.....	.....	2,180
Slashing or old burn.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Other classes of land.....	27	15	13	30	1,217	.....	.....	.....	.....	.....	1,858
Total.....	30	15	15	52	5,206	.....	.....	.....	.....	.....	5,874
<i>Value of property destroyed—</i>											
Young forest growth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Standing timber.....	.....	.....	\$ 10	\$ 15	\$ 362	.....	.....	.....	.....	.....	\$ 387
Forest products.....	.....	.....	.....	.....	825	.....	.....	.....	.....	.....	825
Other property.....	1	.....	.....	360	.....	.....	.....	.....	.....	.....	361
Total.....	1	.....	\$ 10	\$ 375	\$ 1,187	.....	.....	.....	.....	.....	\$ 1,573

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes Maine Central and Nipissing Central Railways.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.



STATEMENT No. 26.—Summary of reports of fires in forest sections originating within 300 ft. of track along railway lines under the jurisdiction of the Board, season of 1940; showing by provinces the number of fires, areas burned and value of property destroyed by classified causes.

Province	Fires of Railway Origin					Known Causes other than Railway					Fires of Unknown Origin				
	Forested Mileage	Per cent for Fires	No. of Fires	Per cent for Prov.	Value	Per cent for Prov.	No. of Fires	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	Acres	Per cent for Prov.	Value
Nova Scotia.....	937	.....	5	2.56	.....	400	1	1.07	.....	.....	\$	.....	14	19.23	10
New Brunswick .....	1,068	.....	27	13.85	83	0.10	165	.....	.....	.....	.....	.....	1	3.85	.....
Quebec.....	1,851	.....	19	9.74	20	0.02	69	9.63	43	2.00	57	1.38	2	3.85	.....
Ontario.....	4,541	.....	35	17.95	581	0.67	56	37.64	295	13.72	167	4.03	22	42.30	107
Manitoba.....	618	.....	10	5.13	240	0.28	86	0.54	55	2.56	126	3.04	4	7.69	12
Saskatchewan.....	385	.....	5	2.56	211	0.24	238	1.07	2	0.09	.....	.....	3	5.77	5,182
Alberta.....	1,253	.....	20	10.26	85,365	97.77	14,607	11.83	6	0.28	.....	.....	6	11.54	557
British Columbia.....	3,180	.....	74	37.35	806	0.92	210	31.18	1,749	81.35	3,792	91.55	3	5.77	1
Yukon Territory.....	58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	13,930	.....	195	100.00	87,308	100.00	15,831	100.00	2,150	100.00	4,142	100.00	52	100.00	5,874
															1,573
															100.00

Respectfully submitted,

C. C. STIBBARD,  
Director of Operation.



## APPENDIX "D"

STATEMENT showing Total Number of Applications made to the Board under the various sections of The Railway Act, also Complaints and Reports Filed, for the Year ended December 31, 1940

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....	1	6	4	2	1	1		1	4	10	2		32
Rules and Regulations, Secs. 34-381.				1	2								3
Extension of time, Sec. 41.....					1								1
Amalgamation Agreements, Secs. 151-153.													
Trade Agreements, Sec. 154.....	2			2	1				2		2		1
Removal of Stations, Sec. 179.....		1							1				2
Railway as constructed, Sec. 175.....		1		2	1	4		2	2	2	2	1	20
Dev. of line, Secs. 165A-178.....	4	1	1	2	1	1	3	2	2	2	1	5	32
Stations, Sec. 188.....	6	4	2	2	4	1				2			5
Operation of trains over sidings, Sec. 193.	1			1						2	5	2	35
Station Accommodation, Station Agents	2	4	3	2	3	2	1	1					1
Expro. of Lands, Secs. 189-192.....				2			1	1					3
Appeals to S. Court and Governor in Council.			1	1									2
(Construction of works in Navigable Waters.	1	2	6	7	2	3	8	9	5	6	6	13	68
Branch Lines, Secs. 180-187.....	1					1				1			3
Removing Ind. Spurs, Secs. 398-187.					1								1
Removing Ind. Spurs, Secs. 398-187.							1	1	1	2	1	2	13
Snow Fences, Sec. 203.....	1	1	2	1				1	1				2
Farml Crossings, Secs. 272-273.....													1
Canals and Ditches, etc., Secs. 268-271	1									2			1
Sewers, Sec. 269.....			1										1
Culverts, Sec. 269.....	1		3			1	4	1			1		11
Cattle Guards, Sec. 274.....													2
Gas Pipes, Sec. 162.....	36			1	6	2	3	1		1	1	2	54
Interlocking Appliances, Sec. 252.				10	20	15	11	13	16	9	5	5	128
Highway Crossings, Secs. 255-267.	8	7	9								1		1
Highway Divisions, Sec. 256.....													14
Protection at Crossings, Secs. 257-267.	8	11	14	6	7	5	17	14	17	14	8	14	135
Investigations Submitted, Secs. 285-286.	57	49	37	28	30	31	54	32	73	60	52	59	588
* Accident Reports, Secs. 285-286.	(130	95	111	100	107	135	161	155	157	135	157	131	
Telegraph and Telephone Wire Crossings, Sec. 372.													
Power Wire Crossings, Sec. 372.				1									1
Wires along Highways, Sec. 373.				1									1
Telephone Agreements, Sec. 375.....	8	6	5	1	18	8	9	6	20	4	10	8	111
Fencing of Right of Way, Sec. 374.	1	1		1	1	1	1	3	5	2			17
Bridges, Secs. 249-251.....	4	8	9	6	10	8	5	2	6	3	2	4	67
Tunnels, Subways, Secs. 249-251.	1	1	1		4	2	4	2	1	1	2	1	21
Opening of Railway, Secs. 276-277.		2											4
(Contracts, etc., Sec. 348.			36		1								33



## APPENDIX "E"

LIST of Cases Appealed to the Supreme Court of Canada from February 1, 1904 to December 31, 1940

File No.	Subject	Decision
643	Montreal Terminal Ry. Co. vs. Montreal Street Ry. Co., Pius IX Ave. Jurisdiction.....	Allowed.
1455	James Bay Ry. Co. vs. G.T.R. Co. Undercrossing at point near Beaverton, Ont., Twp. of Thorah, Ont.....	Dismissed.
1492	James Bay Ry. Co. vs. G.T.R. Co. Crossing Belt Line spur. Question of law.....	Dismissed.
383	Ottawa Elec. Ry. Co. and City of Ottawa, Ont. vs. Canada Atlantic Ry. Co. Bank Street Subway, Ottawa, Ont. Question of law.....	Dismissed.
1621	Toronto Ry. Co. re High level bridge over Don Improvement and tracks of G.T.R. and C.P.R. Co., Toronto, Ont. Question of Jurisdiction.....	Dismissed.
589	Toronto Union Station, A. R. Williams, Expropriation. Jurisdiction.....	Dismissed.
C. 1680	Essex Terminal Ry. Co. and W.E. & L.S.R. Ry. Co. Crossing Twp. of Sandwich, Ont. Question of law.....	Dismissed.
C. 1309	Robinson vs. G.T.R. Ry. Co. Two-cent rate. Question of law.....	Dismissed.
689	C.P.R. Co. vs. G.T.R. Co. Branch line, London, Ont. Jurisdiction.....	Dismissed.
1497	T. D. Robinson vs. C.N.R. Co. Spur at Winnipeg, Man. Jurisdiction.....	Dismissed.
9527	Montreal Street Ry. Co. re rates, Mount Royal Ward. Jurisdiction.....	Allowed.
C. 1419	Ontario Dept. of Agriculture vs. G.T.R. Co. re station at Vineland, Ont. Jurisdiction.....	Dismissed.
C. 3322	Toronto Viaduct, C.P.R. Co. Question of law.....	Dismissed.
C. 4897	Fencing and cattle-guards, Order 7473. Appeal of C.N.R. Co. Jurisdiction.....	Allowed.
C. 4492	City of Toronto, Ont. vs. G.T.R. Co. and C.P.R. Co. Commutation rates. Jurisdiction.....	Withdrawn.
C. 3378	City of Ottawa, Ont. vs. G.T.R. Co. and C.P.R. Co. Richmond Road Viaduct. Jurisdiction.....	Dismissed.
C. 3545	G.T.R. Co. and C.N.O.R. Co. re spur in Scarboro Twp., Ont. Jurisdiction.....	Dismissed.
13079	G.T.R. Co. vs. British American Oil Co., re oil rates. Question of law.....	Dismissed.
C. 3269	G.T.P.R. Co. vs. City of Fort William, Ont. re location. Jurisdiction.....	Dismissed.
1319	N. St. C. & T. Ry. Co. vs. Davy. Jurisdiction.....	Allowed.
11965	Clover Bar Coal Co. and Wm. Humberstone vs. G.T.P.R. Co. and the Clover Bar Sand & Gravel Co. Jurisdiction.....	Dismissed.
18580	Regina Rates Case. Question of law.....	Dismissed.
12682	G.T.P.R. Co. vs. A. E. Purcell, Saskatoon, Sask. Jurisdiction.....	Dismissed.
17963	C.P.R. Co. vs. British American Oil Companies. Jurisdiction.....	Dismissed.
C. 3269	G.T.R. Co. & C.P.R. Co. vs. Canadian Oil Companies. Jurisdiction.....	Dismissed.
15530	B.C. Elec. Ry. Co., V.V. & E. Ry. Co. vs. City of Vancouver, B.C. Jurisdiction.....	Dismissed.
20062	N. B. Chambers and W. E. C. Phair vs. C.P.R. Co. Jurisdiction.....	Allowed.
27095	C.N.R. Co. vs. Wm. A. Taylor. Jurisdiction.....	Dismissed.
1487	G.T.R. Co. vs. City of Edmonton, Alta. Question of law.....	Dismissed.
18008	Montreal Tramways and M.P. & I. Ry Co. vs. Lachine, Jacques Cartier & Maisonneuve Ry. Co. Jurisdiction.....	Allowed.
19435	City of Hamilton, Ont. vs. T.H. & B. Ry. Co. Jurisdiction.....	Allowed.
14329-9	G.T.R. Co. vs. Hepworth Silica Pressed Brick Co. Question of law.....	Dismissed.
23009	Toronto Ry. Co. and City of Toronto, Ont. vs. C.P.R. Co. Law and jurisdiction.....	Dismissed.
21125	City of Edmonton, Alta. vs. E.D. & B.C. Ry. Co. Question of law.....	Dismissed.
12021-70	Ingersoll Tel. Co. et al vs. B. T. Co. Question of law.....	Dismissed.
9437-153	G.T.R. Co. vs. Bourassa of Laprairie, Que. Law and jurisdiction.....	Dismissed.
C. 3935	G.N.W. Telg. Co. re General Order 162. Question of law.....	Withdrawn.
16171	Government of Manitoba and J. B. Ashdown Hardware Co. re 15% increase in rates. Jurisdiction.....	Abandoned.
27524	C.P.R. Co. vs. Dept. of Public Works for Ont., crossing Twp. of Kirkpatrick. Question of law.....	Withdrawn.
13622	E. & N. Ry. Co., Victoria Harbour Bridge. Jurisdiction.....	Abandoned.
27840	Mun. of Burnaby, B.C. vs. B.C. Elec. Ry. Co. Commutation rates. Jurisdiction.....	Abandoned.
26981	City of Toronto vs. Toronto Terminal Ry. Co. re pipes under Bay, Scott and Yonge Sts., Toronto, Ont. Question of law.....	Dismissed.
11118	Wagenast re Brampton Commutation rates. Question of law.....	Dismissed.
28439	Ottawa Elec. Ry. Co. re rates. Jurisdiction.....	Allowed.
28950	C.P.R. Co. overhead crossing, lots 6 and 7, C. 1, Eston Twp., Ont.....	Allowed.
C. 3378	V. V. & E. Ry. & N. Co. vs. Vancouver Harbour Commissioners and C.N. Rys. re Order 31647. Jurisdiction.....	Dismissed.
C. 2987	Luscar Collieries Ltd. vs. N. S. McDonald and C.N. Rys. Jurisdiction.....	Dismissed.
28140	Governments of Alberta, Saskatchewan and Manitoba re Crows Nest Pass rates.....	Dismissed.
30381		
31351-1		
32812-1		Allowed.

LIST of Cases Appealed to the Supreme Court of Canada from February 1, 1904  
to December 31, 1940—*Concluded*

File No.	Subject	Decision
34285	C.N.R. Co. <i>re</i> Through rates via St. John and Ste. Rosalie Gateways. Appeal allowed <i>re</i> movements through St. John, and dismissed in respect of movements through Ste. Rosalie.	Allowed (partly)
24822	Toronto Transportation Commission, <i>re</i> bridge over C.N.R. tracks at Main St., Toronto, Ont.	Dismissed.
4000-3	Montreal Tramways Co. against Order 42501, as amended by Order 42773. Jurisdiction.	Dismissed.
16645-73	C.N. Rys. <i>re</i> opening for traffic portion of its line, Willingdon to Strathcona, Alta. Law and jurisdiction.	Dismissed.
6713-213	B.C. Elec. Ry. Co. from Order 42808. Jurisdiction.	Dismissed.
34123-74	Gov't of Alberta <i>re</i> tariffs on grain and flour to Fort William, Westport and Armstrong, and to Vancouver. Question of law.	Dismissed.
9437-319-7	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission <i>re</i> Subway at D'Argenson St., Montreal, Que. Question of law.	Dismissed.
9437-319-13	M.L.H. & P. Consolidated, B.T. Co., Montreal Tramways Co. and Montreal Tramways Commission, <i>re</i> St. Antoine St. Subway, Montreal, Que. Question of law.	Dismissed.
9437-319-16	M.L.H. & P. Consolidated, B.T. Co. and City of Montreal, <i>re</i> proposed line between Longue Pointe and Eastern Junction, Que., C.N. Rys. Question of law and jurisdiction.	Dismissed.
32453-11	B.T. Co. <i>re</i> St. Clair Ave. Subway, Toronto, Ont. Law and Jurisdiction.	Dismissed.
20161	B.T. Co. <i>re</i> grade separation, Hamilton, Ont. Law and Jurisdiction.	Dismissed.
C. 4704	Can. Electrical Ass'n and Ontario Hydro Elec. Comm. <i>re</i> rules for wires along and across railways. Law and Jurisdiction.	Dismissed.
27929-40	P.M. Ry. Co. and Lake Erie & Detroit River Ry. Co. from Order 48736. Jurisdiction.	Allowed.
37756	City of Toronto, Ont. <i>re</i> Eglinton Ave. Bridge in Village of Forest Hill, Ont. Jurisdiction.	Allowed.
26782-21	Quebec Ry. L. & P. Co. <i>re</i> Charlesbourg Road Subway. Law and Jurisdiction.	Dismissed.
35594	City of Windsor, Ont. <i>re</i> Bridge over C.N. Rys. on Sandwich St., Walkerville, Ont. Jurisdiction.	Dismissed.
38702	C.P.R. Co. vs. C.N. Rys. against Order 50139, <i>re</i> agreement dated Jan. 29th, 1929. Question of law.	Dismissed.
38856	Elizabeth Berg and Penn Coals Ltd., <i>re</i> compensation in respect of coal mines and minerals in and under right of way of Northern Alberta Rly. Co.	Dismissed.
17716	City of Montreal, P.Q. <i>re</i> removal C.P.R. Co. of structures and works erected at certain streets of Montreal along proposed branch line through Prefontaine, Maisonneuve and Mercier Wards, and never completed. Question of law.	Dismissed.
588-59	City of Toronto, Ont. <i>re</i> subway structures at Carlaw and Gerrard Streets. Jurisdiction.	Dismissed.
34822-40	Provinces of Nova Scotia, New Brunswick and Prince Edward Island, the Transportation Comm. of the Maritime B. of T., the Halifax B. of T., the St. John B. of T., the Perth County B. of T., the Victoria County B. of T., Associated Shippers of N.B., the P.E.I. Potato Growers' Ass'n., Porter Bros. Ltd. and Austin Scales, <i>re</i> rates on potatoes. Law and Jurisdiction.	Dismissed.
9437-319-46	C.N. Rys. vs. M.L.H. & P. Consolidated and the B.T. Co. <i>re</i> Montreal Terminals. Question of law.	Dismissed.
37615	B.T. Co. and C.N. Rys. vs. Corp. of the Town of New Toronto and the Corp. of the Twp. of Etobicoke, Ont. <i>re</i> subway at Eighteenth St., New Toronto. Law and jurisdiction.	Dismissed.
26765-152	The Consumers' Gas Co. of Toronto and B.T. Co. vs. C.N. Rys. City of Toronto and Twp. of Scarborough, Ont. <i>re</i> Victoria Park Ave., Subway. Law and jurisdiction.	Dismissed.
30513	Normetal Rly. Co. and Normetal Mining Corp. Ltd., Order 58001. Law and jurisdiction.	Dismissed.

## SUMMARY

Dismissed.....	53
Allowed.....	13
Abandoned.....	4
Withdrawn.....	3
Pending.....	0
Total.....	73



List of appeals to the Governor in Council, February 1, 1904.  
to December 31, 1940

File No.	Subject	Decision
389	Bay of Quinte Ry. crossing C.P.R., Tweed, Ont.....	Allowed.
1455	James Bay Ry. vs. G.T.R. Co. Crossing near Beaverton, Ont.....	Dismissed.
1781	G.T.R. Co. vs. City of Chatham, Ont. Street crossing.....	Dismissed.
12992	Maniwaki Branch, C.P.R. train service from Ottawa, Ont.....	Referred back.
2030	Tariffs of certain Yukon Railways.....	Dismissed.
17716	C.P.R. Co. Longue Pointe spur, Maisonneuve, P.Q.....	Dismissed.
18787	South Hazelton Townsite vs. G.T.P.R. Co.....	Referred back.
3452-30	J. T. Rochester vs. G.T.P.R. Co. re Cameron Bay.....	Dismissed.
12912	Park Avenue Subway, Saint Louis, P.Q.....	Dismissed.
17040	Lambton to Weston Spur and C.P.R. Co.....	Abandoned.
C. 3322	Toronto Viaduct.....	Dismissed.
12021-70	North Toronto Grade Separation.....	Dismissed.
16177	C.P.R. Co. vs. Mountain Lumber Manufacturers' Ass'n re lumber rates....	Withdrawn.
19024	Charles Miller of Toronto vs. G.T.P.R. Co. re Station at Prince George, B.C.	Dismissed.
17716-10	C.P.R. Co. vs. Town of Maisonneuve, P.Q. High Crossing.....	Dismissed.
22681-25	City of Montreal, P.Q. vs. C.N.R. Co. Siding across Stadacona and Marlboro Streets, Montreal, P.Q.....	Abandoned.
21418	City of Prince George, B.C. re location of G.T.P.R. Co. station between Oak and Ash Streets.....	Dismissed.
26169	C.P.R. & C.N.R. Cos. re Interswitching at Eastern Public Cattle Market, Montreal, P.Q.....	Abandoned.
21660	C.N.O.R. Co. vs. Twp. of Loughboro, Ont.....	Dismissed.
17040	C.P.R. Co. re Lambton to Weston Spur 2nd App.....	Referred back.
27693	City of Hamilton, Ont. vs. G.T.R. Co. re passenger service on N. & N.W. Beh. between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned.
27840	Winnipeg Board of Trade re 15% increase in freight rates.....	Dismissed.
28439-3	Town of Saint Lambert, P.Q. re increase in rates on M. & S.C. Ry.....	Dismissed.
28230	City of Hamilton, Ont. re Kinnear Yard.....	Referred back.
29040-2	National Dairy Council of Canada on behalf of Ice Cream Manufacturers re classification of ice cream.....	Referred back.
C. 955	Proprietors' League of Montreal, P.Q. re increase in Bell Tel. Co's rates....	Dismissed.
30434	City of Windsor, Ont. against Order 30028, re C.P.R. freight and shed across Caron Ave., Windsor, Ont.....	Dismissed.
29996	City of Toronto, Ont., re general increase in freight rates.....	Referred back.
C. 955	City of Toronto, Ont., re increase in rates of the Bell Tel. Co.....	Referred back.
23092-2	C.N.Q. Ry. Co. re crossing Pointe aux Trembles Ry. at Pointe aux Trembles, P.Q.....	Referred back.
30380	City of Toronto, Ont., re Express rates.....	Dismissed.
30380-13	National Dairy Council of Canada, re 20% increase in cream rates.....	Referred back.
17112-27	Dominion Millers' Ass'n re Flour arbitraries over wheat for export.....	Dismissed.
29040-2	National Dairy Council of Canada re Express Classification of ice cream....	Dismissed.
30686-2	Provinces of Alberta and British Columbia, re Railway Tolls.....	Referred back.
30380-13	National Dairy Council of Canada, re 20% increase in cream rates.....	Allowed.
3023-16	N. St. C. & T. Ry. Co. re location of its line on Oak and Merritt Streets, Merriton, Ont.....	Withdrawn.
C. 955-71	The Government and Attorney General of Ontario, the Cities of Montreal, Toronto, Hamilton, Ottawa and Brantford and the Union of Canadian Municipalities, from Order 38777, re telephone rates.....	Dismissed.
32812-1	Governments of Alberta, Saskatchewan and Manitoba re Crows Nest Pass Rates.....	Allowed.
9754-22	Canadian Shippers' Traffic Bureau, re claim against G.T.R. Co. in matter of freight overcharges.....	Dismissed.
30686-2	Governments of Alberta and Saskatchewan re rates on grain and flour to the Pacific Coast for export.....	Referred back.
34123	United Farmers of B.C., Fraser Valley District Council, re freight rates on grain and grain products over C.P.R. and C.N. Rys.....	Dismissed.
490-3	Consumers Glass Co. Ltd., Montreal, P.Q., re freight rates on glass bottles and jars.....	Dismissed.
38316	Lakeside Milling Co. Ltd., Toronto, Ont., on behalf of itself and all other inland millers in Ontario, re tariffs on grain and grain products.....	Abandoned.
36800-1	Employees of M.C. Ry. Co. (N.Y.C. RR. Co.) at Montrose, Ont., and others re alleged abandonment of the Montrose Yards.....	Dismissed.
38625	Parish of Notre Dame du Bon Conseil, P.Q. vs. C.N. Rys. re crossing at Mitchell Station.....	Pending.
39310-9	Town of Nicolet, P.Q. and His Worship Mayor H. N. Biron of Nicolet, re abandonment of operation of that portion of the Nicolet Subdivision of the C.N. Rys. between St. Leonard Jet. and Nicolet, P.Q.....	Pending.
24271-1	Province of B.C., the Fraser Valley Surrey Farmers' Co-Operative Ass'n. and the District "E" Farmers' Institute of B.C. re reduction in freight rates on feed grain and mill feeds.....	Dismissed.

List of appeals to the Governor in Council, February 1, 1904,  
to December 31, 1940—*Concluded*

File No.	Subject	Decision
39309-3	Province of New Brunswick <i>re</i> abandonment of portion of N.B.S. Ry. (C.P.R. Co.) known as Shore Line Subdivision, between Shore Line Jet. and Bonny River.....	Dismissed.
26901-62-3	Chisholm Saw Mills Ltd. and the Edmonton Box and Shook Co., Edmonton, Alta. <i>re</i> rates on lumber and forest products from North Central points in Alberta to Toronto, Ont.....	
39310-25	Province of Nova Scotia, the Municipality of the County of Annapolis, the Town of Middleton, N.S., the Town of Bridgetown, N.S., M. W. Graves & Son, Ltd., Bridgetown, N.S., J. H. Hicks & Sons and the United Fruit Companies of Nova Scotia, Ltd., against order of the Board in the matter of joint application of the C.N. Rys. and the C.P. Ry. Co. for abandonment of operation of the line of the C.N. Rys. between Middleton Jet. and Granville Centre, N.S.....	Pending.
39310-38	Town of Renfrew, Ont., from Order 58759, approving the abandonment of a portion of the C.N. Rys. Renfrew Subdivision, between Arnprior and Eganville.....	Pending.

## SUMMARY

Dismissed.....	27
Allowed.....	3
Referred back.....	11
Withdrawn.....	2
Abandoned.....	5
Pending.....	4
Total.....	52

List of references by the Board for the opinion of the Supreme Court of Canada,  
February 1, 1904, to December 31, 1940

Location of Section of branch line of C.P.R. Co. from Sudbury to Kleinburg, Ont. 36 S.C.R. 42. B.T.C. File No. 590.	
B.C. Elec. Ry. Co. <i>re</i> application of increased rates.....	not reported.
B.T.C. File No. 21404-6.	
Application C.P.R. Co. <i>re</i> highway crossing at Angliers, P.Q.....	46 C.R.C. 401.
B.T.C. File 38839.	
Absorption of wharfage and other charges at Vancouver and Victoria, B.C.....	38 C.R.C. 124.
B.T.C. Files Nos. 33564-1 and 33564-5.	
<i>Re</i> Maritime Freight Rates Act.....	41 C.R.C. 66.
<i>Re</i> Contributions from the Railway Grade Crossing Fund in the case of highway diver- sions, whereby rail level crossings which are not eliminated are relieved from a substantial volume of traffic.....	40 C.R.C. 110.
B.T.C. File No. 26907-85-1.	

## APPENDIX "F"

## GENERAL ORDER No. 595

*In the matter of the application of the Railway Association of Canada for an Order amending paragraph 1553 of the Regulations for the Transportation of Explosives and other Dangerous Articles by Freight, as approved in General Order No. 464, dated October 20, 1928:*

File No. 1717-48

FRIDAY, the 31st day of May, A.D. 1940.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading what is filed in support of the application, and the report and recommendation of the Director, Operating Department of the Board—

*It is ordered:* That the said General Order No. 464, dated October 20, 1928, be, and it is hereby, amended by adding the following paragraph after Paragraph (d) of Regulation 1553, namely:—

"Gelatin dynamite may also be shipped when packed in paper bags containing not to exceed  $12\frac{1}{2}$  pounds each with filling holes up".

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 596

*In the matter of the Standard Conditions and Specifications for wire crossings, prescribed by General Order No. 231, dated May 6, 1918, as amended; and the proposed amendment of the Specifications thereof:*

Case No. 4704

FRIDAY, the 7th day of June, A.D. 1940.

J. A. CROSS, *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MacPHERSON, *Commissioner.*

Upon reading the submissions filed on behalf of the Canadian Engineering Standards Association; and upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered:*

1. That the said General Order No. 231, dated May 6, 1918, in so far as it applies to the construction and maintenance of electric supply lines, trolley lines, and communication lines across the tracks of steam and electric railways subject to the jurisdiction of the Board, be, and it is hereby, amended to provide that Canadian Engineering Standards Association Specification C 22·3 No. 1 (A), for the construction of supply and trolley lines crossing railways, dated 1940, from pages 1 to 70 inclusive; and Specification C 22·3 No. 1 (B), for the construction of communication lines crossing railways, dated 1940, from pages 1 to 81 inclusive, on file with the Board under Case No. 4704, be adopted in lieu of the Specifications contained in the said General Order No. 231, paragraph A to paragraph Q inclusive and paragraph AA to paragraph EE inclusive, as amended by General Order No. 546, dated 21st November, 1935.

2. That, in the event of any contradiction between the said specifications of the Canadian Engineering Standards Association herein approved and the Railway Act, the conditions imposed by the Railway Act shall govern.

J. A. CROSS,

*Chief Commissioner.*



## GENERAL ORDER No. 597

*In the matter of the consideration of the question of proposed regulations governing the handling and storage of liquefied petroleum gases on or adjacent to railway property.*

File No. 40513

WEDNESDAY, the 21st day of August A.D. 1940.

J. A. CROSS, K.C., *Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the consent of the Railway Association of Canada, filed, and the report and recommendation of the Director of Operation of the Board—

It is ordered that the following regulations for the handling and storage of liquefied petroleum gases on or adjacent to railway property shall govern the location and regulate and control the operation of tank car loading racks, tank car unloading standards or points, marine terminals when served by a railway, storage containers, vaporizers and regulator stations, pipe lines, refineries, or any installation or works for the handling, manufacturing, processing, and storage of liquefied petroleum gases such as methane, ethane, propane, butane, and mixtures thereof, namely:—

1. Applications for the installation of works, plants, pipe lines, or storage containers, or changes or additions to existing installations, for the handling, manufacturing, processing, handling or storage of liquefied petroleum gases shall, with certified plan at a scale of not less than one hundred feet to the inch and profile at a scale of twenty feet to one inch, both vertical and horizontal, showing in red thereon the proposed location of such works, plants, pipe lines, or containers in relation to existing or proposed railway tracks, railway property boundaries, adjacent buildings, sewers, drains, and water courses, and approval of such local authority as may be necessary, shall be filed by the owning or operating company, in triplicate, through the railway company, with the Board and the Board's approval to such installation secured before railway service shall be given.

2. Installations in operation before the date of this Order which are not in accordance with the terms hereof, if in the judgment of the Board such action is deemed necessary in the public interest, shall be required to conform with the rules and regulations herein prescribed, or as the Board may order.

3. (a) Liquefied petroleum gases are gases derived from petroleum or natural gas, and are in the gaseous state at normal atmospheric temperature and pressure, but may be maintained in a liquid state at normal atmospheric temperature by suitable pressure.

(b) A mixture of liquefied petroleum gases shall be known by the predominating hydrocarbon component.

(c) For the purposes of this Order, liquefied petroleum gases will be treated as compressed gases and defined as any material with a gauge pressure exceeding 25 pounds per square inch at 70° F., or any liquid inflammable material having a Reid vapour pressure exceeding 40 pounds per square inch, absolute, at 100° F.

(d) All liquefied petroleum gases shall be effectively odorized by an approved agent of such character as positively to indicate the presence of gas down to concentrations in air of not over one-fifth the lower limit of inflammability.

4. Distance or distances prescribed herein shall be measured in a straight line from the gauge side of nearest track, excepting those tracks actually serving the plant or location, to the centre line of loading rack track, or track where unloading standard or point is located, or to the centre line of the man-hole opening of any storage container, or to the nearest point of any still or other works of a refinery or processing plant, or to the nearest wall of any building.

5. (a) Within the limits of cities, towns, and villages and in congested areas where the hazard of explosion and fire are relatively high, the following minimum distance from tracks, other than those tracks actually serving the plant or location, shall be observed for the location of—

*Loading Racks, Unloading Standard or Points*

Not less than 50 feet

(b) Only where conditions do not permit of such distance being obtained will applications be considered by the Board for installations at less distance, taking into consideration the hazard from explosion and fire.

(c) Loading racks and unloading standard or points shall not be located where gas pockets can occur.

(d) Each loading rack and unloading standard or point shall be protected from danger of fire caused by electric sparks in accordance with the requirements of the General Order of the Board No. 591.

(e) To provide for safety in disconnecting and to avoid sudden escape of gas or liquid, tank car filling and discharge hose lines shall be equipped with a hand valve for venting contents of hose lines. After loading or unloading operations are completed, venting of hose lines shall be done in small amounts intermittently and in the absence of any flames or locomotive.

6. (a) All pipe lines (whether existing or to be laid) on railway property, used for transferring liquefied petroleum gases in the liquid or gas state from or to refineries, processing plants, storage containers, tank cars, tank steamers, or other vessels or vehicles, shall be subject to the following regulations:

(b) All pipe lines on railway property parallel to a track, other than the rack serving the installation, shall not be located a less distance than ten (10) feet from the nearest rail, and shall be laid at a depth of not less than three (3) feet below the surface to top of pipe, and where such pipe lines pass under tracks, roads, or driveways they shall be laid in an encasing pipe or culvert at a depth of not less than four (4) feet below base of rail to top of encasing pipe or culvert. Existing above ground pipe lines on railway property shall, if required by the Board or railway company in the interest of safety, be laid underground, if practicable, in accordance with the foregoing requirements.

(c) Encasing pipe or culvert under tracks, roads, or driveways must consist of suitable metal pipe; or reinforced concrete pipe; or reinforced concrete trench with removable reinforced concrete slab or metal covers; or pipe may be embedded in solid reinforced concrete, provided thickness of concrete around pipe at any point shall not be less than the diameter of pipe so encased.

(d) All pipes, valves, and fittings shall be suitable for use with liquefied petroleum gases and designed to withstand a minimum safe working pressure of 25 pounds per square inch for pressure less than 100 pounds per square inch. Extra heavy fittings shall be used for pressures 100 pounds and over per square inch. Cast iron fittings are prohibited. Provision shall be made for expansion, contraction, jarring, vibration, and settling of pipe lines. All joints shall be treated to one or more layers of a suitable coating to prevent corrosion. All pipes shall be underground. After installation, piping, valves, and fittings shall be tested and proved gas tight at a pressure equal to the test pressure prescribed for the storage container.

(e) All pipe lines under pressure of pump shall be patrolled for purposes of detecting leaks or other failures. After pumping is finished, pipe lines shall be drained and any sumps or pockets pumped out, unless maintained full at all times.

(f) All pipe lines shall be inspected by the owning or operating company in charge at frequent intervals, and shall be subjected to a hydrostatic or other test at one and one-half times the working pressure in the Spring of each year following the thawing out of the frost in the ground, for purposes of ascertaining if any leakage exists. A report shall be forwarded through the railway company to the Director of Operation, Board of Transport Commissioners, Ottawa, when such test is to be made and has been carried out: Provided that where existing installation cannot be inspected or tested throughout, a special report shall be made by the owning or operating company through the railway company to the Director of Operation, Board of Transport Commissioners, Ottawa.

(g) Surface indication, where practicable, shall be provided to show where pipe lines are laid below the surface, and "danger" signs placed where necessary, particularly in railway yards and station grounds.

(h) The foregoing requirements as to pipe lines shall be considered as the minimum. Only where conditions do not permit of such requirements being established will applications be considered by the Board for installations not in accordance therewith.

7. (a) Storage containers shall be constructed in accordance with the Unfired Pressure Vessel Code of the American Society of Mechanical Engineers, or in accordance with the Canadian Interprovincial Regulations for the Construction of Unfired Pressure Vessels, and each storage container shall be provided with a suitable manhole, relief valve, pressure gauge, excess flow valves, thermometer well, bottom drain valve, liquid outlet, vapour relief valves, and any other safety device that may be necessary.

(b) All containers shall be tested at the place of manufacture in accordance with the requirements of the rules or code under which they are manufactured, and certificate of such test shall be furnished to the Director of Operation, Board of Transport Commissioners, Ottawa.

(c) Attached to each container shall be a metal plate marked as follows, excepting such marks as are required to be placed on the container by the A.S.M.E. or other code:—

- (1) With a mark signifying the code or specification under which manufactured;
- (2) Name of manufacturer and owner or supplier of the system;
- (3) Date built;
- (4) Date of original test of container, pressure to which tested, place where test was made, and by whom;
- (5) Date of original test of relief valves, pressure to which tested, place where test was made, and by whom;
- (6) Water capacity in gallons and pounds;
- (7) Working pressure in pounds per square inch gauge for which container is designed;
- (8) A mark signifying this container shall not contain a fuel having a vapour pressure in excess of (*To be filled in*) pounds per square inch at 100° F.;
- (9) The wall thickness of the shell;
- (10) Marking in increments of 20° F., indicating the maximum levels to which the container can be filled with liquid at temperatures between minus 20° F. and plus 130° F., except on containers provided with suitable fixed maximum level filling indicators, or which are filled by weighing;
- (11) Date container last tested, pressure, place, and by whom;



(12) Date relief valves last tested, pressure, place, and by whom.

(d) Containers shall be tested at least once in five years, and a certificate of such retest shall be forwarded to the Director of Operation, Board of Transport Commissioners, Ottawa.

(e) Within the limits of cities, towns, and villages and in congested areas where the hazard of explosion and fire are relatively high, the following minimum distances from tracks, other than those tracks actually serving the plant or location, shall be observed with respect to the location of all above-ground containers:—

Water Capacity of Container in gallons	Minimum Distance to centre line of manhole
Single Containers	
0 to 500 gallons	25 feet
501 to 10,000 “	50 “
10,001 to 30,000 “	75 “

Containers over 30,000 gallons water capacity will not be permitted.

(f) Only where conditions do not permit of such distances being obtained will applications be considered by the Board for installation of containers at less distances than those herein prescribed, taking into consideration the hazard from explosion and fire.

(g) Above ground containers shall be placed in saddles of reinforced concrete, masonry, or steel, and shall rest on the foundations in a manner that will permit thermal expansion. Horizontal tanks shall preferably have only two supports. Structural steel supports will not be approved unless fire-proofed. Solid, firm foundations of concrete, masonry, or steel, shall be provided for vertical containers.

(h) Containers shall be located outside of any building, and on railway property shall not be located less than fifty (50) feet from the nearest important building or group of buildings or nearest adjacent property line that may be built upon, exclusive of buildings devoted to gas manufacturing operations or distribution operations. If located on private property, provincial and municipal regulations as to distances from buildings shall be observed.

(i) Containers shall not be installed in a location immediately surrounded by walls where a pocket would be formed in which inflammable gases can accumulate.

(j) Containers shall be adequately insulated against atmospheric temperatures by lagging or by the use of approved insulating paint or other covering.

(k) Containers shall be enclosed within a metallic fence, fence gates to be kept locked. Fence shall be well grounded electrically at intervals of not less than 150 feet. Gateways in fence shall be connected with an inter-connecting underground cable.

(l) Each container shall be adequately electrically grounded to guard against static.

8. (a) Underground storage containers shall be constructed and tested in accordance with the terms of Regulation 7 of this Order.

(b) The installation of containers under buildings is prohibited.

(c) Underground containers shall not be located less than the following distances from a building:—

Water Capacity Gallons	Maximum Distance Feet
0 to 500	25
501 to 1,200	50

The above distances may be reduced if the container is placed in a reinforced concrete pit and surrounded by at least 6 inches of sand on the sides and not less than 12 inches of sand on the top.

In no case shall a container be located less than 10 feet from a building.



(d) The top of underground containers and connecting pipe lines shall be located below the established frost line and in no case less than 3 feet below the surface of the ground, except that in lieu thereof the container may be buried under 12 inches of earth and a slab of reinforced concrete not less than 5 inches thick and capable of sustaining a load of 250 pounds per square foot. Such slab of concrete shall extend not less than one foot beyond the limits of the container on all sides. A removable cover may be provided in the concrete slab over the container manhole or other opening.

(e) When necessary to prevent floating, containers shall be securely anchored or weighted.

(f) Underground containers shall be set on a firm foundation surrounded with soft earth or sand. Containers prior to placing underground shall be given a protective coating of anti-corrosive material, equivalent to hot dipped galvanizing, red lead, or asphalt, and such coating shall be completely covered by a fabric wrapping to prevent abrasion of the coating. If required, the container shall be completely enclosed with reinforced concrete, with at least a six-inch space on the sides between the concrete and the container, which shall be filled with sand or earth and with 12 inches of sand on the top of the container.

9. (a) The filling density for containers for liquefied petroleum gas shall not exceed the maximum filling density in per cent of the water weight capacity of the container, in accordance with the minimum specific gravity of the liquid material at 60 °F., as prescribed in the Board of Transport Commissioners for Canada Regulations for the Transportation of Explosives and other Dangerous Articles by Freight.

(b) The filling pipe in a terminal shall not be located inside a building, but shall be located directly adjacent to the container. Where this cannot be done, the inlet terminal shall be enclosed in a substantially constructed masonry, concrete, or metal box protected against tampering. Such terminal shall be located not less than ten (10) feet from any building and not less than five (5) feet from any driveway, and shall be kept locked when not in use.

(c) Filling pipes shall enter containers from the top and shall not extend below the liquid level in the container, or may enter from the ends of container provided they discharge above liquid level.

(d) Filling pipe shall be provided with automatic valves, to prevent back flow in case filling connection is broken.

(e) All connections to container, except safety relief connections, shall be equipped with automatic excess flow valves, except in the case of the filling connection, which may be equipped with an approved automatic back pressure check valve to prevent discharge of contents in case connections are broken. NOTE.—An excess flow valve is a valve designed automatically to close and shut off the gas or liquid flow, and should be located in the outlet connection immediately inside or next to the container.

(f) All connections to containers, except gauge and safety relief connections, shall be provided with shut-off valves located as close to the container as practicable.

10. (a) Each vaporizer shall be permanently marked as follows:—

(1) A marking signifying the code covering specifications to which vaporizer is constructed;

(2) With the working pressure in pounds per square inch gauge for which designed;

(3) The outside surface and inside heat exchange surface.

(b) Vaporizers shall be installed in accordance with the code or specification to which constructed.

(c) Vaporizers shall be located outside buildings, except fireproof building devoted exclusively to gas manufacturing and distribution operations. Such buildings shall be well ventilated at floor and roofline and constructed without pockets on the floor line. Such buildings should be located at points where they cannot be damaged by mechanical injury, locomotives, derailment of cars, trucks, cranes, or other moving objects.

(d) The device or plant for supplying artificial heat for producing the heating medium shall be located in a separate compartment, which shall be separated from the compartments containing liquefied petroleum gas vaporizers, pumps, or central gas mixing devices by an unpierced fire wall.

(e) Any device employed for pre-mixing the gas with air shall be provided with some means of automatically shutting off the gas mixing device before a combustible mixture is generated, excepting if a combustible mixture is desired, in which case flame arresters shall be installed.

11. (a) Every container and every vaporizer shall be provided with one or more safety relief valves of spring loaded or equivalent type, arranged to afford free discharge area to the atmosphere of at least one hundred and fifty per cent (150%) of allowable working pressure (to be stamped on tag attached to valve). Fusible plugs and bursting disc devices may be used in addition to safety relief valves in making up the total discharge area. All valves, fusible plugs, and bursting discs shall be placed in the top of containers.

(b) Safety relief valves with external adjustments and pressure setting shall be sealed and locked. Popping pressure shall be indicated on an attached metal tag.

(c) Discharge from safety relief valves shall be vented vertically to the atmosphere, and shall be piped to a point at least ten (10) feet above the container, and such discharge shall be not less than 100 feet from any open flame or hot working operations, provided if open flame or hot working operations are in a building the roof of which is at least 10 feet lower than the discharge, such distance may be less than 100 feet, but shall be not less than 50 feet. Ends of discharge pipes shall be fitted with rain and snow caps of metal. No shut-off valve shall be permitted between container and safety relief valve.

12. All containers shall be fitted with approved gauging device. Visible type gauge glass devices shall be equipped with valves having metal handwheels equipped with knobs or holes. Cast iron gauge cocks are prohibited and high pressure gauge glasses shall be used. Excess flow valves shall be installed inside container on all openings leading to gauging devices equipped with gauge glasses, and this type of gauge shall be protected against mechanical injury.

13. In the vicinity of containers, in vaporizer or pump houses, or in plants and locations where liquefied petroleum gases are handled in liquid form, no open flame, smoking, or other sources of ignition shall be permitted, and all electrical installations shall be in strict accordance with the requirements of the Canadian Electrical Code for Class I hazardous locations.

14. *Unloading Operations.*—When steam or other methods are employed to heat contents of tank car in order to raise the vapour pressure in the tank, or air or gas pressure is used to force the contents of tank over into a storage container, the pressure in the tank at time of unloading shall not be allowed to exceed 80 per cent of the safety valve test pressure stencilled on the tank. When applying heat to the coils of the tank car, or when applying air or gas pressure to the contents of a tank car, the pressure in the tank shall be under constant observation by a person qualified to keep it under control; in addition, some approved method shall be provided for automatically controlling the temperature or pressure of the steam, air, or gas line.

15. (a) During the time that a tank car is connected by loading or unloading connections, signs shall be placed on the track, or car, so as to give necessary warning. The party loading or unloading the tank car is responsible for furnishing, maintaining, and placing these signs, and the same party alone has authority to remove them. Tank cars thus protected must not be coupled to or moved. Other cars must not be placed on the same track, so as to intercept the view of these signs, without first notifying the party who placed the signs. Before these signs are removed, even temporarily, the party authorized to move them must securely close all outlet valves of the tank car. No outlet valve shall be opened until the tank car is properly protected by signs. Such signs must be at least 12 x 15 inches in size and bear the words, "STOP—Tank Car connected!" or, "STOP—Men at work!", the word "STOP" being in letters at least 4 inches high and the other words in letters at least 2 inches high. The letters must be white on a blue background.

(b) All connections between tank cars and pipe lines must be in good condition, and must not permit any leakage. They must be frequently examined and replaced by the owner or industry when they become worn, in order to ensure at all times absolutely tight connections. Tank cars must not be left connected to pipe lines except where loading or unloading is going on and while a competent man is present and in charge.

(c) Except when closed electric lights are available, the loading or unloading of tank cars shall not be permitted, except during daylight when artificial light is not required. The presence of flame lanterns, nearby flame switch lights, or other exposed flame lights or fires during the process of loading or unloading is prohibited.

16. (a) Because of the pronounced volatility of liquefied petroleum gases, dykes are not normally effective, hence their general requirement is not specified. However, where, in the opinion of the Board, owing to the slope of the ground or other local conditions, containers are liable, in case of rupture or overflow, to endanger railway or adjacent property, each container shall be surrounded by a dyke or wall of such capacity as may be considered necessary by the Board to meet the needs of the situation.

(b) All installations shall be thoroughly inspected and tested annually, immediately following the winter season, and the same shall be subject to inspection at any time by any duly authorized inspector of the Board.

(c) The railway company shall report by wire, and in addition forward promptly to the Director of Operation, Board of Transport Commissioners, Ottawa, a report of every fire or explosion, pipe line or container failure occurring at or in any installation for the handling of liquefied petroleum gases on or adjacent to railway property.

J. A. CROSS,

*Chief Commissioner.*



## GENERAL ORDER No. 598

*In the matter of the application of The Railway Association of Canada for approval of revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers.*

File No. 1717

FRIDAY, the 11th day of October, A.D. 1940.

J. A. CROSS, K. C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:*

1. That, effective December 2, 1940, the said revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers, on file with the Board under file No. 1717 marked "A" and certified by the Secretary of the Board, be, and they are hereby, authorized for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage.

2. That, upon the coming into effect of the said regulations, all General Orders, Orders, and Circulars dealing with the transportation of explosives and other dangerous articles by freight, heretofore made and issued by the Board, be, and they are hereby, rescinded.

J. A. CROSS,

*Chief Commissioner.*



## GENERAL ORDER No. 599

*In the matter of the General Order of the Board No. 581, dated 21st January, 1939, prescribing regulations to be observed with respect to "Agreed Charges" under Part V of The Transport Act, 1938.*

File No. 40994

FRIDAY, the 20th day of December, A.D. 1940.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the Canadian National Railways and the Canadian Pacific Railway Company—

*It is ordered that the said General Order No. 581, dated January 21st, 1939, be, and it is hereby, amended as follows, namely:—*

(a) by adding the following after paragraph 7 thereof:

8. Any shipper who considers his business will be or has been unjustly discriminated against by the making of an agreed charge may at any time, under the provisions of subsection (6) of Section 35 of The Transport Act, 1938, apply to the Board for the fixing of a charge for the transport of his goods substantially in the form set out in Appendix "E" hereto.

(b) by adding the following after Appendix "D" thereof:

#### APPENDIX "E"

#### FORM OF APPLICATION FOR THE FIXING OF A CHARGE UNDER THE PROVISIONS OF SUBSECTION (6) OF SECTION 35 OF THE TRANSPORT ACT, 1938

To Secretary,

Board of Transport Commissioners for Canada,

Ottawa, Canada.

The undersigned shipper considers that his business is (will be) unjustly discriminated against by the (proposed) agreed charge between (insert names of carriers) and (insert names of shippers) dated..... applicable to the transport of (describe commodity), and hereby applies to the Board to fix a charge for the transportation by the said carriers of the undermentioned goods from the points of origin to the points of destination and on the grounds hereinafter set forth:—

## 1. Description of Commodity:

.....  
 .....  
 .....

## 2. Points of origin:

.....  
 .....  
 .....

## 3. Points of destination:

.....  
 .....  
 .....

## 4. Facts showing unjust discrimination:

.....  
 .....  
 .....

Copies of this application have been served upon the parties to the agreement.

Date..... Name.....

Address.....

(This Appendix is merely to indicate the form to be followed. What is essential is that the application show fully the facts relied upon to prove unjust discrimination.)

J. A. CROSS,  
*Chief Commissioner.*

February 8th, 1940.

File No. 42474

## CIRCULAR No. 244-R

*Re unprotected grade crossings*

Inquiries are made from time to time as to the number of *unprotected* crossings there are throughout the Dominion, and while the Board has a certain amount of information on hand it is not considered sufficiently reliable to be passed along as authentic. In order that this may be corrected, I am directed to request that all railways have a very careful survey made of the number of such unprotected crossings at grade on each and every subdivision, as well as in all main terminals and yards not included in the subdivisions. This to apply also to subsidiary railways, owned or leased, which are under the jurisdiction of the Board.

With this object in view, the attached form has been drawn up and it will be appreciated if the information asked for can be supplied on similar forms, and forwarded to reach the Board not later than May 1st, 1940.

Would you, therefore, kindly arrange accordingly.

By order of the Board,

P. F. BAILLARGEON,  
Secretary.

Date of Survey..... Railway

Region or District.....

Name of subdivision (or terminal) (See footnote "A")	Total number of unprotected crossings on entire subdivision or terminal (See footnotes "B" and "C")	
	Province..... Number	Province..... Number
	Total.....	Total .....
	Grand total.....	.....

FOOTNOTE "A".—All unprotected public crossings, including streets in cities, etc., whether in terminal yards, subdivisions or industrial spurs at terminals, and other points, to be shown.

FOOTNOTE "B".—This column is divided in order to permit proper accounting in the case of a subdivision extending into two Provinces, in which case number in each Province to be shown separately.

FOOTNOTE "C".—Unprotected crossings are those where there is *no protection*, such as watchman, bells, bells and wigwags, automatic flashing lights, or gates.

March 6th, 1940.

File No. 8543.3

## CIRCULAR No. 245-R

*Snow Flangers*

In order that snow fighting equipment may be maintained in proper condition, the following provisions are to be given effect to:—

“All flangers which have not received a general shopping since January 1st, 1935, shall be shopped and given a thorough overhauling prior to December 11, 1940; and

“That prior to November 1st of each succeeding year following such shopping as outlined above, a thorough and careful examination shall be made of each unit by a competent mechanical officer of the railway, with particular attention being paid to the trucks, running gear, and the scoops and connections thereto;

“That, in general, the same attention be given to flanger equipment as now given to other snow fighting equipment, such as snow plows.”

By order of the Board,

P. F. BAILLARGEON,  
*Secretary.*

March 28, 1940.

File No. 42509

## CIRCULAR No. 246 A &amp; W

*In re Forms of Air and Water carriers covering Conditions of Carriage and Limitations of Liability*

The Board has had under consideration the matter of various forms of air and water carriers which contain terms and conditions of carriage and any release or limitation of liability thereunder.

There is no section in the Transport Act, 1938, similar to Section 348 of the Railway Act, and, until some such provision is included in the Transport Act, the Board has ruled that the Act does not give authority to approve or disapprove or to deal in any way with such conditions limiting liability for carriage of traffic.

By order of the Board,

P. F. BAILLARGEON,  
*Secretary.*



October 23, 1940.

File No. 11026.80

## CIRCULAR No. 247-R

The attention of the Board has been directed to a protest registered against a major expenditure on grade crossing protective appliances repaired and replaced without notice to a Municipality subsequently billed for its share of the repair and replacement.

Under direction I am instructed to advise that in cases of grade crossing protective devices where the costs of maintenance or construction are shared with other parties by reason of Board's Orders, and it is found by railway maintenance forces that major repairs to the value of \$250.00 or over are anticipated, the Railway concerned should, before undertaking the work, inform the Board and the other parties interested in the maintenance charges. Such information should advise of the reasons bringing about the necessity of the work and be accompanied by an estimate of the cost of such repairs or replacements.

This requirement is not to apply in emergency cases brought about by accidents or other conditions where immediate action is necessary.

By order of the Board,

P. F. BAILLARGEON,

*Secretary.*











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Canada Transport Commission  
Board of  
DOMINION OF CANADA

# THIRTY-SEVENTH REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

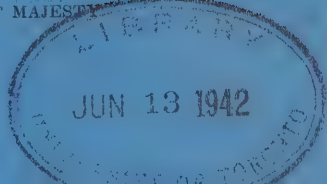
FOR THE YEAR ENDED DECEMBER 31,

1941



OTTAWA  
JAMES EDMOND CLOUTIER, Printer  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1942

Price, 25 cents





DOMINION OF CANADA

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## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1941

---

J. A. CROSS, K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Thirty-Seventh Report for the year ended December 31, 1941.

Since the publication of the last report there have been no amendments to the Transport Act nor to the Railway Act.

### PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1941, to December 31, 1941, the Board held 25 public sittings at which 35 applications were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	9
Quebec.....	8
Manitoba.....	2
Saskatchewan.....	1
Alberta.....	1
British Columbia.....	2
Nova Scotia.....	2
New Brunswick.....	0
Prince Edward Island.....	0
Total.....	25

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

### FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1,885 applications and complaints received and dealt with by the Board, 98.01 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board and its officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

### GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.



## TRANSPORT COMMISSIONERS OF CANADA

### APPEALS FROM RULINGS OF BOARD

There was one case carried in appeal to the Supreme Court of Canada, namely:

File 36156.2 Quebec Railway Light & Power Company, re Order of the Board dismissing the application of the Q.R.L. & P. Co., in the matter of tariff of tolls for the carriage of passengers on the motor buses operated by the Company, between Village of St. Jean de Boischatel and the City of Quebec. (Pending).

No cases were carried in appeal to the Governor in Council.

### ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of Orders issued for the year ended December 31, 1941, was 1,531. The number of general circulars issued by the Board, directed to all the transport companies subject to its jurisdiction was 4. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are 12 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1941, will be found compiled under Appendix "E" of this report.

### APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1941, was 1,885.

### TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1941, was as follows:—

Freight tariffs, including supplements.....	42,240
Passenger tariffs, including supplements.....	7,194
Express tariffs, including supplements.....	646
Telephone tariffs, including supplements.....	989
Sleeping and parlour car tariffs, including supplements.....	34
Telegraph and Radio tariffs and supplements.....	51
Bridge tolls, including supplements.....	8
Air freight tariffs, including supplements.....	171
Air Passenger tariffs, including supplements.....	1,988
Water freight tariffs, including supplements.....	111
Water passenger tariffs, including supplements.....	24
Agreed Charges tariffs.....	29
Total.....	53,485

The total number of tariffs filed from February 1, 1904, to December 31, 1941, was 2,131,407.

The details of the tariffs will be found under Appendix "A" to this report.

### ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1941, number 289 and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found the report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance, by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example, by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

## OPERATING DEPARTMENT OF THE BOARD

The following general matters were dealt with by the Operating Department of the Board during the year 1941:

General Railway Accidents (Including Highway crossings).....	1,949
Highway crossing accidents.....	380
Motive Power reports.....	55,166
Locomotives inspected.....	7,219
Internal boiler inspections.....	351
Stationary boiler reports.....	3,259
Freight cars inspected.....	61,491
Passenger coaches inspected.....	3,321
Air reservoir reports.....	4,226
Inflammable liquid installations.....	132
Fires on forested territory.....	263
Acres of forested areas burnt.....	8,980
Fire guards plowed (miles).....	5,488
Regulations for the transportation of explosives and other dangerous articles both by freight and express.	

The work of the Operating Department during the past year has been greatly increased due to the rapid expansion of war industries and consequent heavier shipments of explosives and other war supplies. In many instances it has been necessary to amend existing Regulations and new Regulations and Specifications have had to be drawn up and General Orders promulgated to enable the Railways to transport safely the many new and varied types of explosives and other dangerous articles brought into being by the necessities of war.

During the year 1941, no accidents incidental to the transportation of explosives were reported.

The number of accidents investigated totalled 1,949, involving 2,965 casualties, of which number 419 persons were killed and 2,546 injured, which is an increase over the previous year of 898 casualties.

Accidents at highway crossings for the year totalled 380, with 137 killed and 521 injured. Of this number 68 accidents occurred at crossings where there were protective devices, with the remaining 312 occurring at unprotected crossings.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

Two hundred and sixty-three fires attributed to railways are reported to have originated on 13,930 miles of line classified as forested territory. These fires burned 5,238 acres of young forest growth, 90 acres of merchantable timber, 1,558 acres of slashing or old burned lands not restocking, and 2,094 acres of non-forested lands.

Of this total, 88 fires burned over less than one-fourth acre each; 138 fires burned over an area of one-fourth acre to ten acres each; and 37 fires burned over an area of more than 10 acres each.

The total area burned over was 8,980 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$19,722.00. Of this amount, the value of standing timber and young forest growth is estimated at \$17,076.00.

During the fire season of 1941, 4,283 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fire Guard Requirements, the Railways constructed or maintained 5,448 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

During the year 1941, a total of 146 accidents causing fires or property loss were reported incidental to the transportation by freight of dangerous articles, with a total property loss amounting to \$6,454.38. Three of these accidents were attended by personal injuries.

Details relating to the report of the Operating Department will be found under Appendix "C".

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1941, together with the number of Orders issued:—

Number of applications made.....	1,885
Number of filings received during the year.....	29,658
Number of outgoing letters during the year.....	20,221
Number of Orders issued during the year.....	1,531

## CHANGES ON THE STAFF OF THE BOARD

The only important event to be recorded under the above mentioned heading is the reappointment of Mr. George Arthur Stone as Commissioner of the Board for a second term starting on December 15th, 1941, on which date the term of his previous appointment expired.

## APPENDIX "A"

## REPORT OF THE DIRECTOR, TRAFFIC DEPARTMENT

For the year January 1st, to December 31st, 1941, both dates inclusive, the number of tariff or supplementary schedules filed with the Board was as follows:—

## TARIFFS AND SUPPLEMENTS FILED—

Rail				Air		Water		Total
Freight	Agreed Charges	Passenger	Sleeping & Parlour Car	Freight	Passenger	Freight	Passenger	51,791
42,240	29	7,194	34	171	1,988	111	24	
Express		Telephone		Telegraph		International Bridge Tolls		
646		989		51		8		1,694
							Total all schedules...	53,485

## MARITIME ACCOUNTS—

Under the Maritime Freight Rates Act for the period from July, 1940, to June 1941, inclusive, there were filed 20,282 abstract sheets, with an average of 74 rates per sheet, containing 1,500,868 rates and 750,434 extensions of charges and 20,282 columns of figures, all of which were checked. As a result of this check 4,180 corrections were made. The total amount of reimbursement claimed by the railways was \$872,645.81 and the amount allowed was \$867,294.99 or a net deduction of \$5,350.82. During this period 186 Orders were issued approving tariffs or rates and certifying to the normal tolls.

## CORRESPONDENCE—

2,263 communications were made to carriers concerning complaints, proper interpretation of tariffs or classification and the filing of same, also concerning powers of attorney, concurrences, free or reduced transportation and administration of the Maritime Freight Rates Act. 1,483 memoranda and reports were made to the Board and 553 communications to others. The total communications was 4,299.

## ORDERS ISSUED—

During the year, apart from Orders issued pursuant to the Maritime Freight Rates Act, the following Orders were issued:—

Traffic	Air Licences	Water Licences	Agreed Charges	Telephone	Total
77	94	20	30	25	246



**AGREED CHARGES—(Part V, The Transport Act):—**

Nine Agreed Charges were submitted for approval and were approved. Nineteen applications were received and granted for the fixing of similar charges to those contained in current Agreements. At December 31, 1941, sixteen Agreed Charge tariffs were in effect and continue in force without limitation of time. One public hearing was held upon an application for the Board to fix a charge.

**AIR TRANSPORTATION LICENCES—(Part III, The Transport Act):—**

Sixty-six licences were renewed for a further period of one year. Five applications for new service were received of which three were granted, one refused and one is pending. Four licences were cancelled of which three were due to discontinuance of service and one to the withdrawal of the Board's jurisdiction. At December 31, 1941, a total of 69 licences were in force, composed of 10 international between points in Canada and the United States, 6 interurban between Canadian points and 53 bush services in Northern Canada.

**WATER TRANSPORTATION LICENCES—(Part II, The Transport Act):—**

Nineteen licences were granted to eighteen water carriers covering 135 ships on the Great Lakes and St. Lawrence River between Quebec City and the Head of the Lakes.

**MAXIMUM PRICE CONTROL—**

Order in Council P.C. 8527 of November 1st, 1941, imposed restrictions upon the rates charged for transportation and communication services. The facilities of this department are being utilized to assist the Wartime Prices and Trade Board in carrying out the provisions of the Order in Council. Joint Meetings have been held with the carriers and the Administrator of Services of that Board concerning proposed increases in international freight and passenger rates and every effort is being exerted to afford full co-operation to the Wartime Prices and Trade Board.

W. E. CAMPBELL,  
*Director.*

OTTAWA, January 19, 1942.

## APPENDIX "B"

OTTAWA, January 19, 1942.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Transport Commissioners for Canada,  
Ottawa, Ont.

SIR,—I herewith submit annual report covering the work of the Engineering Department during the year 1941.

The normal work of the Engineering Branch has continued throughout the year and war conditions have imposed some additional duties. Many new industrial, war plants and air fields have been constructed and existing plants enlarged. The consequent increased traffic on the railways brought about additions to existing railway track facilities and to meet growing war-time demands for railway transportation services, further additions are under consideration. These increased facilities involve examination, inspection and approval by the Board's Engineering Branch.

Yours truly,

D. G. KILBURN,  
*Chief Engineer.*

## RAILWAY LOCATION

Rearrangement of trackage of the Toronto Harbor Commissioners at the southwesterly portion of the Terminal Warehouses Limited property, Toronto, Ontario.

Revised location of the Canadian National Railways' line of railway from mileage 23·15 to mileage 24·13 Kashabowie Subdivision in the province of Ontario.

Revised location of the Canadian Pacific Railway, Elora Subdivision, between mileage 18·01 and 22·0 in the Township of West Garafraxa, province of Ontario.

## RAILWAY ABANDONMENT

Abandonment of operation of a portion of the Montreal and Ottawa Railway (Canadian Pacific Railway) known as the Pointe Fortune Subdivision, between Mando, mileage 0·0 and Pointe Fortune, mileage 6·81 in the province of Quebec.

Abandonment of operation of a portion of the Orford Subdivision, Canadian Pacific Railway, between Kingsbury and Windsor Mills, in the province of Quebec, a distance of 6·82 miles.

Abandonment of operation of New York Central Railroad from point of switch originally connecting with Fort Erie Division tracks at Niagara Junction northerly to a point approximately one quarter of a mile south of the south end of Chippewa Bridge at Chippewa, Ontario, a distance of 10·22 miles.

Abandonment of operation of line of railway between Victoria Avenue and the former Tower Inn Terminal Station on Newman Hill, Niagara Falls, Ontario, by the Niagara, St. Catharines & Toronto Railway.

Abandonment of operation of the Deseronto Subdivision of the Canadian National Railways in the province of Ontario from the junction with the Gananoque Subdivision at Napanee, mileage of 0·00 to Deseronto, mileage 6·34.

Abandonment of operation of a part of the Exeter Subdivision of the Canadian National Railways in the province of Ontario, from Clinton Junction, Mileage 45·57 to Wingham Junction, mileage 68·50, a total distance of 22·93 miles.

## OPENING FOR TRAFFIC

Opening for the carriage of traffic loop line serving the Dominion Arsenal at Val Rose, P.Q., mileage 14.7 Batiseau Subdivision, Canadian Pacific Railway.

Opening for the carriage of traffic loop track at Val Royal, province of Quebec, by the Canadian National Railways.

Opening for the carriage of traffic diverted line of railway of the Montreal & Southern Counties Railway Company in the Parish of St. Antoine de Longueuil, province of Quebec.

## RAILWAY CONNECTION

Connection of the tracks of the Canadian National Railways with the tracks of the Canadian Pacific Railway near Red Deer Junction, Alberta.

Connection of the tracks of the Canadian National Railways and the Temiscouata Railway at Baker Brook, province of New Brunswick.

Connection of the tracks of the Canadian National Railways and the Temiscouata Railway at Edmundston, province of New Brunswick.

Connection of the tracks of the Canadian National Railways and the Canadian Pacific Railway near the elevator of the Western Grain Company, Fort William, Ontario.

Connection of the tracks of the Canadian Pacific Railway with the tracks of the Burrard Dry Dock Company at Vancouver, British Columbia.

Connection of the tracks of Bloedel Stewart Welch, Ltd., with the tracks of the Canadian Pacific Railway at mileage 38.6 Port Alberni Subdivision, Vancouver Island, British Columbia.

## RAILWAY CROSSINGS

Construction of an industrial spur across the Hamilton Street Railway on Burlington Street, Hamilton, Ontario, by the Canadian National Railways.

Construction of branch spur of the Canadian Pacific Railway to Burrard Dry Dock Company across the tracks of the National Harbour Board Terminal Railway at Vancouver, British Columbia.

Construction of second track of the Quebec Railway, Light, Heat & Power Company over the Canadian Pacific Railway at St. Malo, province of Quebec.

## OPERATION INTERLOCKING PLANTS

Operation of trains of the Canadian National Railways and the Roberval and Saguenay Railway through the interlocker at Ha Ha Bay Junction, County of Chicoutimi, province of Quebec, without coming to a stop.

Operation of trains of the Canadian Pacific Railway and Canadian National Railways through the interlocking plant at Drumbo, Ontario, without being brought to a stop.

Operation of trains of the New York Central Railroad Company and the Toronto, Hamilton and Buffalo Railway through the interlocking plant at crossing of their railways near Diltz, Ontario, without being brought to a stop.

Operation of trains of the Canadian National Railways through the interlocker for the drawbridge over the Rideau Canal, at the east end of the Bank Street yard, Ottawa, Ontario, mileage 1.4 Renfrew Subdivision, Canadian National Railways, without being brought to a stop.

Operation of trains of the Canadian National Railways through the interlocking plant at the swing bridge over Jeanette's Narrows, mileage 113.2 Bala Subdivision, in the province of Ontario.

Operation of trains of the Canadian Pacific and Canadian National Railways over crossing of said railways at Vankleek Hill, Ontario, mileage 33.22 Montreal and Ottawa Subdivision, Canadian Pacific Railway without coming to a stop.



Operation of trains of Canadian Pacific and Canadian National Railways through the interlocking plant at Ste. Rosalie Junction, P.Q.

Operation of trains of the Canadian Pacific and Canadian National Railways through the interlocking plant at St. John's, province of Quebec, without coming to a stop.

Operation of trains of Quebec Railway, Light, Heat and Power Company over the tracks of the Canadian Pacific Railway near the Dominion Arsenal at St. Malo, province of Quebec.

Operation of interlocking plant at crossing of the Kettle Valley Railway and Canadian Northern Pacific Railway.

Operation of interlocking plant at crossing of Vancouver, Victoria & Eastern Railway by the Canadian Pacific Railway at Burrard Inlet, Vancouver, British Columbia.

#### OPERATION OF SUBWAYS

Operation over subway at Yonge Street, Aurora, Ontario, by The Canadian National Railways.

Operation under overhead bridge on the Don Mills Road at mileage 10.3 Bala Subdivision in the Township of York, Province of Ontario.

Operation under bridge at Coldstream Road at Vernon, British Columbia, mileage 85.9 Okanagan Subdivision, Canadian National Railway.

#### PROTECTION AT HIGHWAY CROSSINGS

Installation of automatic bell and wigwag on the north side of the crossing of Dorchester Road, Stamford, Ontario, by the Canadian National Railways.

Installation of additional bell and wigwag at the crossing of River Road at Coyle Station, in the Township of Crowland, County of Welland, province of Ontario, mileage 1.10, Toronto, Hamilton & Buffalo Railway.

Installation of flashing light signals and one bell at crossing of Provincial Highway No. 21 at Thamesville, Ontario, mileage 49.49 Canadian Pacific Railway.

Installation of bell and wigwag at crossing of Yonge Street, Huntsville, Ontario, by the Canadian National Railways.

Installation of additional wigwag and rearrange track circuits at crossing of Provincial Highway No. 4, mileage 17.1 London & Port Stanley Railway.

Installation of electrically operated short arm gates with flashing light signals in lieu of manually operated gates at the crossing of Rockland Avenue, Outremont, province of Quebec, by the Canadian Pacific Railway.

Establishing of sight lines at highway crossing of the Springfield Subdivision of the Canadian National Railways, mileage 23.03 at Aikens, Nova Scotia.

Installation of a short track circuit on the side track at the crossing of Talbot Street, Courtland, Ontario, by the Canadian National Railways.

Installation of flood lights on each side of the crossing of Provincial Highway No. 58 near Welland Junction, Ontario, mileage 18.03 Cayuga Subdivision, Canadian National Railways.

Changes in circuits of auto flagman with bell at the crossing of Cathedral Street, Rimouski, province of Quebec, by the Canadian National Railways.

Replacing of existing bell and wigwag at crossing of Rouleau Street, Rimouski, province of Quebec, by a modern wigwag and bell by the Canadian National Railways.

Establishment of sight lines at the crossing of the 6th Concession Road in the Township of Eldon, province of Ontario, by the Canadian National Railways.

Installation of two flashing light signals and one bell with track circuits on two service tracks approximately three hundred feet on each side of the crossing and circuits on the main line of approximately one thousand feet on either side of the crossing of the highway over the Canadian National Railways in Montreal East, province of Quebec, mileage 30.81 L'Assomption Subdivision.



Installation of two flashing light signals at the crossing of 8th Avenue, Woodridge, Ontario, by the Canadian Pacific Railway.

Establishment of sight lines at crossing of Snow Road, in the Township of Palmerston, province of Ontario, mileage 41.13 Kingston Subdivision, Canadian Pacific Railway.

Installation of two flashing light signals and one bell at the crossing of Port Williams Road, mileage 51.41 Halifax Subdivision, Dominion Atlantic Railway, province of Nova Scotia.

Installation of two flashing lights and one bell at the crossing of Parkdale Avenue, Township of Saltfleet, province of Ontario, by the Canadian National Railways.

Installation of two flashing light signals and one bell at the crossing at mileage 33.77 Bedford Subdivision, Canadian National Railways, in the Village of Lantz, County of Hants, province of Nova Scotia.

Installation of two flashing light signals at crossing of Highway No. 27, mileage 10.87 Galt Subdivision, Canadian Pacific Railway, province of Ontario, in lieu of existing two wigwags.

Installation of two manually operated electric gates with flashing light signals and bells at the crossing of the Canadian Pacific Railway and Canadian National Railways by the Cote de Liesse Road at Dorval, province of Quebec.

## INTERLOCKING PLANTS

Railway	Location	Changes or Alterations
C.P. & C.N. Ry.	Hurdman, Ont.	Removal of derails. Addition electrically operated signals.
C.P. & C.N. Ry.	St. Johns, P.Q.	Automatic signals replacing mechanical interlocker.
C.P. & C.N. Ry.	Komoka, Ont.	Automatic signals replacing mechanical interlocker.
C.P. & C.N. Ry.	Vankleek Hill, Ont.	Automatic signals replacing mechanical interlocker.
C.P. & C.N. Ry.	Woodstock, Ont.	Removal derails.
C.P. & C.N. Ry.	Drumbo, Ont.	Removal of derails.
M.C. & P.M. Ry.	Pelton, Ont.	Removal of derails.
C.N. & Kitchener St. Ry.	Kitchener, Ont.	Removal of diamond and interlocker.
C.P. & C.N. Ry.	Emerson, Man.	Relocation of three home signals.
C.P. & G.N. Ry.	Vancouver, B.C.	Semi-automatic replacing manual interlocker.
London St. Ry.	Dundas St., London, Ont.	Removal diamond crossing and signals.
C.N. & Imperial Oil Co.	Montreal East, P.Q.	Realignment of track.
C.N. & Ft. William St. Ry.	Victoria Ave., Ft. William, Ont.	Removal of diamond crossing and signals.
C.N. & Ft. William St. Ry.	Franklin St., Ft. William, Ont.	Removal of diamond crossing and signals.
C.P. & London St. Ry.	Richmond St., London, Ont.	Removal of diamond crossing and signals.
C.N. & C.P. Ry.	Amperon, Ont.	Electric distant signals replacing wire distant signals.
C.P. & N.B. Power Co.	Douglas Ave., St. John, N.B.	Removal of derails.
C.N. & N. St. C. & T. Ry.	Stamford, Ont.	Removal of derails.
C.N. & L.E. & N. Ry.	Simcoe, Ont.	Removal of derails.
C.N. & T. H. & B. Ry.	Dunnville, Ont.	Removal of derails.

## OPERATION OF BRIDGES

C.N.R.	Mileage 69.2 Danville Subdivision, over Little Trout Creek, Province of Quebec.
C.N.R.	Mileage 69.0 Emerson Subdivision, Province of Manitoba.
C.N.R.	Mileage 70.4 Carmen Subdivision, Province of Manitoba.
C.N.R.	Mileage 87.5 Cowan Subdivision, Province of Manitoba.
C.N.R.	Mileage 11.03 Ste. Hyacinthe Subdivision, Province of Quebec.

## CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Per Cent	Contributions
Bell and wigwag (1)	Donchester Road, Stamford, Ont.	C.N.R.	40	\$ 840.00
" (1)	Coyle Station, Ont.	T.H. & B.R.	40	120.00
Flashing lights (2) Bell (1)	Highway No. 21, Thamesville, Ont.	C.P.R.	40	2,050.00
Bell and wigwag (1)	Huntsville, Ontario.	C.N.R.	40	1,000.00
Wigwag (1)	Provincial Highway No. 4, St. Thomas, Ont.	L. & P.S.R.	40	410.00
Establish sight lines.	Mile 23.03 Springfield Sub., Aikens, N.S.	C.N.R.	40	40.00
Short track circuit.	Talbot Street, Courtland, Ont.	C.N.R.	40	108.00
Flood lights (2)	Provincial Highway No. 58, Welland Jct., Ont.	C.N.R.	40	252.00
Circuit changes.	Cathedral Street, Rimouski, Que.	C.N.R.	40	920.00
Bell and wigwag (1)	Rouleau Street, Rimouski, Que.	C.N.R.	40	720.00
Establish sight lines.	Con. 6, Twp. Eldon, Ont.	C.N.R.	40	160.00
Flashing light signals (2)	8th Avenue, Woodridge, Ont.	C.P.R.	40	500.00
Establish sight lines.	Snow Road, Township of Palmerston, Ont.	C.P.R.	40	200.00
Two flashing lights and one Bell.	Port Williams Road, Nova Scotia.	C.P.R.	40	1,500.00
" " "	Parkdale Avenue, Twp. Saltfleet, Ont.	C.P.R.	40	1,500.00
" " "	Village of Lantz, Nova Scotia.	C.N.R.	40	720.00

GENERAL STATEMENT SHOWING NUMBER OF INDUSTRIAL SIDINGS, HIGHWAY CROSSINGS, DIVERSIONS, OVERHEAD HIGHWAY CROSSINGS, SUBWAYS, BRIDGES, BELLS AND WIGWAGS, FARM CROSSINGS, FLASHING AND FLOODLIGHT SIGNS INSTALLED DURING THE YEAR ENDED DECEMBER 31, 1941

Province	Industrial Siding	Highway (crossings)	Highway diversions	Highway crossings closed	Overhead Highway Crossings	Bridges	Wigwag	Bell	Bell and Wigwag	Subway	Farm Crossings	Floodlights	Flashing light	Gates
British Columbia.....	22	12	0	0	0	11	0	0	0	0	1	0	0	0
Alberta.....	10	16	1	4	1	5	0	0	0	3	0	0	0	0
Saskatchewan.....	6	22	1	2	0	2	0	0	0	0	0	0	0	0
Manitoba.....	16	27	0	0	0	4	0	0	0	0	0	0	0	0
Ontario.....	38	62	0	2	2	6	1	1	3	2	0	2	9	1
Quebec.....	27	51	1	8	0	2	0	5	0	4	0	0	16	2
New Brunswick.....	5	6	0	0	0	0	0	0	0	0	0	0	0	0
Nova Scotia.....	0	2	0	0	0	0	0	2	0	0	0	0	0	0
Prince Edward Island.....	0	4	0	0	0	0	0	0	0	0	0	0	0	0
Total.....	124	202	3	16	3	30	1	8	3	9	1	2	29	3

## RAILWAY GRADE CROSSING FUND

In accordance with the provisions of sub-section (5) of Section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000.00 each year, for ten consecutive years from the 1st day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years, and again in 1929. An amount of \$500,000.00 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000.00 from the Unemployment and Farm Relief Fund, 1931-32; \$500,000.00 by special vote of parliament in 1934. In 1938, \$300,000.00 was placed in The Railway Grade Crossing Fund in addition to the usual \$200,000.00 and \$500,000.00 was placed in the Railway Grade Crossing Fund by special vote in 1939; \$1,000,000.00 by the Public Works Construction Act, 1935; \$1,000,000.00 by Vote 420 Special Supplementary Estimates 1936-37; Vote 357 Special Supplementary Estimates 1937-38 \$1,064,000.00; Vote 630 Supplementary Estimates 1938-39 provided \$1,000,000.00 and Vote 585 Supplementary Estimates 1939-40 provided \$1,000,000.00—making a total provided to the end of the year 1939 of \$13,364,000.00. Out of these funds the sum of \$11,555,656.13 has already been paid.

In 1928, the Railway Act was amended by Chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall be 40% of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.00. Under the terms of the Public Works Construction Act, 1935, Vote 420 of the Special Supplementary Estimates, 1936-37; Vote 357 of the Special Supplementary Estimates, 1937-38; Vote 630 Supplementary Estimates, 1938-39; and Vote 585 Supplementary Estimates, 1939-40, grants could be made up to 100% of the cost of construction out of the funds provided under those Acts.

From the 1st day of April, 1909, to the 31st of December, 1941, the Board ordered contributions from the Railway Grade Crossing Fund towards the protection of 1983 crossings as follows:

By Automatic interlocking plants.....	14
Closing crossings.....	266
Crossings eliminated.....	111
Diversion and overhead bridge.....	15
Diversion and subway.....	11
Diversion to subway.....	4
Electric bell.....	182
Electric bell and flashlight.....	7
Electric bell and wigwag.....	713
Electric bell, wigwag and gate arm.....	10
Electric flashlight.....	1
Easing curve on approach to bridge.....	1
Gates.....	120
Gates automatic.....	3
Gates electric.....	2
Gates and half interlocker.....	1
Improvement to grade on crossing approaches.....	18
Footbridge.....	1
Change ringing circuit of bell.....	4
Lightning flash signals.....	12
Overhead bridges reconstructed.....	5
Overhead bridges.....	120
Open two level crossings in lieu of replacing wooden bridge.....	1
Pedestrian subways.....	5

Reflectorized crossing signs.....	3
Shelter (watchman).....	1
Removing obstructions to view and reducing grade.....	6
Removing obstructions to view.....	171
Subways.....	146
Subways reconstructed.....	14
Tunnel.....	1
Floodlights.....	4
Wigwags.....	7
Tower (watchman).....	3

There were 291 highway diversions constructed which made it possible to close 266 crossings, and eliminate traffic from 111 crossings.

During the year 1941, protection was provided at 9 crossings and changed at 7 crossings as follows:—

By Additional bell and wigwag.....	2
Bell and wigwag.....	1
Replace existing bell with bell and wigwag.....	3
Two flashing lights and bell.....	5
Changes to ringing circuits of bell and wigwag.....	2
Floodlights at crossing.....	1
Improving sight lines.....	2

During the year \$386,619.47 was paid out of the Railway Grade Crossing Funds.

EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS  
1909 TO DECEMBER 31, 1941

Province	Grade Crossing Fund	Per- centage of Total	Municipality	Per- centage of Total	Railway	Per- centage of Total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia..	771,056 41	39.87	751,697 24	38.87	411,119 27	21.26	1,933,952 92
Alberta.....	388,698 21	32.34	414,228 02	34.47	398,880 49	33.19	1,201,806 72
Saskatchewan.....	629,894 90	36.33	770,579 91	44.45	333,178 12	19.22	1,733,652 93
Manitoba.....	344,409 36	43.94	204,762 31	26.12	234,662 26	29.94	783,833 93
Ontario.....	5,798,840 46	20.21	9,291,378 99	32.37	13,608,792 82	47.42	28,699,012 27
Quebec.....	2,598,935 41	38.88	3,203,994 28	47.94	880,373 41	13.18	6,683,303 10
New Brunswick.....	290,180 59	44.73	200,438 44	30.89	158,187 35	24.38	648,806 38
Nova Scotia.....	710,880 17	46.12	588,279 44	38.17	242,192 88	15.71	1,541,352 49
Prince Edward Island.....	22,760 62	60.08	12,822 98	33.85	2,300 94	3.07	37,884 54
	11,555,656 13	26.71	15,438,181 61	35.68	16,269,767 54	37.61	43,263,605 28

The above figures include payments from the Railway Grade Crossing Fund and all other Votes for highway crossing protection.  
Engineering Department, January 12, 1942.



## APPENDIX "C"

REPORT OF THE DIRECTOR OF OPERATION OF THE BOARD  
FOR THE YEAR ENDED DECEMBER 31, 1941

OTTAWA, February 2, 1942.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Transport Commissioners,  
Ottawa, Ont.

DEAR SIR,—I submit for the Board's thirty-seventh report, the annual report for the Operating Department for the year ended December 31, 1941.

	Year 1941	Last 10-year period
<i>Accidents—</i>		
Total accident reports received from railways and investigated.	1,949	20,236
Total persons killed.....	419	3,152
Total persons injured.....	2,546	21,938
<i>Fatalities—</i>		
Passengers.....	14	72
Employees.....	113	622
Trespassers and others.....	292	2,458
Total.....	419	3,152
<i>Injuries—</i>		
Passengers.....	629	3,680
Employees.....	1,246	12,677
Trespassers and others.....	671	5,581
Total.....	2,546	21,938
<i>Highway Crossing Accidents—</i>		
Accidents.....	380	2,670
Persons killed.....	137	1,061
Persons injured.....	521	3,580
<i>Motive Power—</i>		
Number of locomotives.....	4,814	51,950
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Stay Bolts, Washouts, Boilers and Appur- tenances, etc.....	55,166	621,062
<i>Inspection of Motive Power—</i>		
Locomotives inspected.....	7,219	81,371
Locomotives found defective.....	301	4,411
Defects.....	397	5,876
<i>Locomotive Boilers—</i>		
(Applications for extension of time for removal of flues)—		
Applications received from railways.....	366	2,490
Internal inspections made.....	351	2,395
Applications granted.....	351	2,367
Applications refused.....	—	28
Applications withdrawn or otherwise disposed of.....	9	53
Applications declined.....	3	20
<i>Stationary Boilers—</i>		
Number of stationary boilers.....	1,719	19,146
Inspection reports.....	3,259	39,038
Inspections made.....	631	—
Fire protective appliance inspection reports.....	1,896	—
<i>Safety Appliance and Equipment Inspections—</i>		
Freight cars inspected.....	61,491	683,286
Freight cars found defective.....	3,388	33,742
Defects.....	3,913	38,094
Passenger coaches inspected.....	3,321	—
Passenger coaches found with defects.....	264	—
<i>Inspection of Freight Cars for Correct Tare Weight—</i>		
Number of cars inspected.....	16,465	—
Number of cars found overdue for weighing for tare.....	1,236	—

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 1,949 involving 2,965 casualties, of which number 419 persons were killed and 2,546 were injured. This is an increase over the previous year of 375 accidents, 106 killed and 792 injured.

For the year 1940 there were 97 trespassers killed, and 96 injured, and for the year 1941, there were 135 killed and 111 injured, an increase of 38 killed and 15 injured.

Highway crossing accidents for the year numbered 380, resulting in 137 persons killed and 521 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1940.....	346	133	485
1941.....	380	137	521

Of these 380 accidents, 351 involved motor vehicles resulting in 118 deaths and injured 511. The remainder of the accidents, 29, involved horse-drawn vehicles, pedestrians, etc., and resulted in 19 deaths and injuries to 10 persons.

Of the 380 accidents at highway crossings, 222 occurred during the daytime, and 158 at night.

Accidents to the number of 134 were caused by motor vehicles running into the sides of trains at crossings, resulting in 31 persons being killed and 220 injured. Fifty of this class of accident occurred during the daytime, and 84 at night. The particulars of this class of accident are as follows:—

1941	Accidents	Killed	Injured
During daylight hours.....	50	17	69
During night hours.....	84	14	151
	<hr/> 134	<hr/> 31	<hr/> 220
1940			
During daylight hours.....	35	11	44
During night hours.....	66	11	127
	<hr/> 101	<hr/> 22	<hr/> 171
Increase in 1941 over 1940.....	33	9	49

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of the Railway Act in the Board's General Orders Nos. 02, 128, 261, 270, 346, 458, 461 and 515. In connection with cars overdue for weighing for tare, it was found that out of 16,465 cars so inspected, 1,236 were found to be overdue. Attention of the railway was drawn to such cases, and cars were worked to a scaling point, weighed and restencilled.

## INSPECTION OF MOTIVE POWER

The inspection of locomotive and car equipment, it will be readily understood entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

## LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 351 internal examinations of locomotives. 343 applications were granted the full period of time requested.

Upon examination, it was found that 8 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. Three applications were declined (2nd extension); 9 applications were withdrawn, the others are pending.

Under General Order No. 473, Locomotive Boiler Inspection Order, 55,166 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 4,814 locomotives. In addition, there were received 1,896 reports of monthly inspections of fire protective appliances on portable boilers under General Order No. 548.

## INSPECTIONS OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 631 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified.

## STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 3,259 report forms of semi-annual and annual inspections were filed during the year, covering 1,719 stationary boilers. The checking and recording of the above-mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

## INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4,226 report forms of inspection were filed during the year, covering 3,726 air reservoirs. Attention is being given to the matter of regulating the system of filing reports and specification cards received from railway companies and the inspections made by our Mechanical Inspectors.

## ABANDONMENT OF LINES

Applications received from various railways in connection with proposed abandonment of lines were dealt with. Inspections were made and reported upon in each case, which were then referred to the Board for final disposition.

## INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

# INFLAMMABLE LIQUIDS: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514, 530 and Circular No. 241, there were 121 applications made to the Board for approval of location of above installations and changes, which were investigated and disposed of as follows, together with 11 applications in abeyance from the previous year.

Total applications received .....	121	
In abeyance from previous year .....	11	
		132
How dealt with:		
Outside scope of Order .....	7	
Cancelled or withdrawn .....	2	
Applications for Amending Orders .....	6	
In abeyance .....	9	
Approved and Orders issued .....	108	

The 108 applications approved covered 4 marine terminals, 7 pipe lines, 18 dykes and 97 bulk storage and distribution plants covering the installation of some 205 storage tanks having a total capacity of approximately 4,919,388 gallons.

The foregoing applications necessitated the examination of 390 plans and profiles.

Particulars of installations are as follows:—

Number of Companies Making Installations	Number of Installations Made during 1941	Number of Tanks Installed during 1941	Total Capacity in Gallons
29	107	205	4,919,388

## REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT OR RAIL

Under date of October 11, 1940, the Board approved, under General Order No. 598, The Board of Transport Commissioners for Canada Regulations for The Transportation of Explosives and Other Dangerous Articles by Freight (by rail) and Specifications for Shipping Containers, effective December 2, 1940.

During the past year the work of the Department has been greatly increased due to the rapid expansion of war industries and consequent heavier shipments of explosives and other war supplies. In many instances it has been necessary to amend existing Regulations and new Regulations and Specifications have had to be drawn up and General Orders promulgated to enable the Railways to transport safely the many new and varied types of explosives and other dangerous articles brought into being by the necessities of war.

Many conferences and informal meetings were held with the result that at no time has there been any delay in meeting the many urgent requests from the various War Industries in connection with the transportation of explosives or materials of war.

During the year 1941, no accidents incidental to the transportation of Explosives were reported. A total of 146 accidents were reported incidental to the transportation of Other Dangerous Articles. Three persons were injured. Property loss amounted to \$6,454.38.

In the following summaries "A" and "B" will be found details of the accidents so reported:

### "A"

SUMMARY OF REPORTED ACCIDENTS, CAUSING FIRES, PERSONAL INJURIES OR PROPERTY LOSS, OCCURRING IN THE TRANSPORTATION OF EXPLOSIVES DURING THE YEAR 1941.

Articles	Number of Accidents	Persons Killed	Persons Injured	Property Loss
NIL	....	....	....	....



SUMMARY OF REPORTED ACCIDENTS, CAUSING FIRES, PERSONAL INJURIES OR PROPERTY LOSS, OCCURRING IN THE TRANSPORTATION OF OTHER DANGEROUS ARTICLES, DURING THE YEAR 1941.

Class	Number of Accidents	Persons Killed	Persons Injured	Property Loss
Acetone	1			\$ cts
Acid, hydrochloric	2			16 00
" hydrofluoric	1			35 00
" nitric	2			20 00
" sulphuric	11		3	37 00
Alcohol	3			
Alcohol, wood	2			15 00
Batteries	64			127 50
Caustic, potash	1			
Charcoal, lump	3			1,997 00
Coal tar, light oil	1			100 00
Distillate	2			405 00
Electrolyte	1			1 00
Gas, anhydrous ammonia	2			2,250 00
" compressed acetylene	1			1 00
" compressed liquefied carbon dioxide	1			1 00
" compressed oxygen	4			16 00
Gasoline	26			1,295 88
Lacquer, solvent	1			
Matches, strike anywhere	3			8 00
Naphtha	4			11 00
Oil, crude	4			104 00
Paris green, solid	1			1 00
Sodium arsenite, liquid	3			9 00
Toluol	1			1 00
Varnish	1			2 00
Total, 1941	146		3	6,454 38

LIQUEFIED PETROLEUM GASES: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

During the year, 4 applications were dealt with covering the installation of containers, as also extensions to plants already installed.

RAILWAY FIRE PREVENTION

General Order of the Board No. 548, Sections 280 and 281 of the Railway Act.

FIRE HAZARD AND WEATHER CONDITIONS

The high fire hazard which existed during the 1941 fire season in the Provinces of Quebec, Ontario, Northern Manitoba and Saskatchewan, resulted in an increase in the number of fires reported, acreage burned and monetary loss. The showing made by the railways notwithstanding the drought conditions which prevailed was very favourable. The past season has again demonstrated the need for enforcement of slash disposal regulations in forested areas, and this is being impressed upon the railways and others at all times.

ORGANIZATION

Under the co-operative arrangements inaugurated in 1912, with the various Dominion and Provincial Forest Services, 197 officers and men of such services were under appointment as ex-officio officers of the Board. Eight officers acted as inspectors of fire protective appliances on locomotives and during the fire season of 1941, these officers inspected the fire protective appliances on 1,508 locomotives. In addition, fire protective appliances were inspected on 2,775 locomotives by the Board's permanent staff, making a combined total of 4,283 locomotives inspected in connection with railway fire prevention. A total of 38 defects were found.

## RAILWAY FIRE PATROLS

The requirements of Regulations 28 and 29 of General Order No. 548 relative to fire patrols described in annual report for 1940 have been continued along substantially the same lines.

## FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,930 miles are classified as traversing forested territory. During the fire season of 1941, railways are reported as having caused 263 fires in such territory. These fires burned over a total of 8,980 acres, with forest and other property loss valued at \$19,722. Of this area, 5,238 acres were young forest growth, 90 acres merchantable timber and 1,558 acres slashing or old burn not restocking, while 2,094 acres were non-forest land. The area of forest land burned over was thus 6,886 acres, or 76.68 per cent. of the total. The valuation of young forest growth and standing timber destroyed is \$17,076, or 86.58 per cent. of the total damage, and improved property in some form, valued at \$2,646 or 13.42 per cent. of the total, was also destroyed. Of the 263 fires attributed to the railways, 33.46 per cent. were incipient, 52.47 per cent. covered between one-fourth acre and ten acres each, while 14.07 per cent. attained a size over ten acres each.

In addition to the foregoing, there were reported 22 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements, showing the distribution of fires attributed to railways, as between locomotives and employees. These include fires attributed to stacks or ashpens of locomotives, or other portable boilers.

The employee fires were mostly cases where fires escaped from section forces burning right of way or old ties. Fires attributed to locomotives comprise 84.41 per cent. of the total number of railway fires and these burned 96.62 per cent. of the total area, causing 96.99 per cent. of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 41 of the number, 15.59 per cent. of the area and 3.01 per cent. of the total monetary loss.

Eighty-four fires originating within 300 ft. of track in forested territory are attributed to known causes other than the railway. Of these, 56 are charged to campers and travellers, 23 to settlers and 5 to other known causes; 25 were incipient; 50 burned one-fourth acre to ten acres each, and 9 burned more than ten acres each. These fires burned over 14,597 acres of young forest growth, 46,386 acres of merchantable timber, 55,750 acres of slash or old burn not restocking, and 349 acres of non-forest lands, with total damage to forest and other property estimated at \$331,454.

Fires of unknown origin originating within 300 feet of track totalled 64, burning over 670 acres, with forest and other property loss valued at \$1,295.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes total 411, burning an area of 126,732 acres of forest and non-forest land, with total estimated damage of \$352,471.

Forest valuations given above are based upon stumpage values.

## RIGHT OF WAY CLEARING

On lines in districts where hazardous dry conditions were experienced, the disposal of inflammable debris by burning operations was seriously interfered with. On the whole, however, the railways endeavoured to comply with the

requirements of Sections 280 and 281 of the Railway Act and of Regulation 27 of General Order No. 548, relative to keeping rights of way clear of inflammable materials.

#### FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements 5,488 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

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In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 300,178 miles by Officers of this Department.

Respectfully submitted,

C. C. STIBBARD,  
*Director of Operation.*

PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED ON RAILWAYS  
UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED DECEMBER 31, 1941.

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	5	221	61	530	141	341	865	207	1,092
Canadian Pacific.....	7	289	41	665	123	263	968	171	1,217
Algoma Central and Hud- son Bay.....				2	2		3	2	2
British Columbia Electric Central Vermont.....			4		3	6	7	7	6
Dominion Atlantic.....				1		1	1		1
Esquimalt and Nanaimo..		2			2	7	5	2	9
Grand River.....						3	3		3
Great Northern.....	1	70	4	12	2	3	6	7	85
Hull Electric.....			1				1	1	
Lake Erie and Northern		7		3			4		14
London and Port Stanley	1					2	2	1	2
Michigan Central.....				5	9	7	17	9	12
Midland Railway of Mani- toba.....				1			1		1
Montreal and Southern Counties.....		2		1	1	1	4	1	4
Napierville Junction.....		1			1		2	1	1
National Harbours Board						1	1		1
New York Central.....		3		8		3	12		14
Niagara, St. Catharines and Toronto.....		33		3	2	6	8	2	42
Nipissing Central.....						5	2		5
Northern Alberta.....				1			1		1
Pere Marquette.....			1	4	3	10	15	4	14
Quebec Central.....		1		3	1		3	1	4
Quebec Railway, Light and Power Company...						2	2		2
Sydney and Louisburg...					2	4	5	2	4
Toronto, Hamilton and Buffalo.....				7		2	9		9
Toronto Terminals.....			1				1	1	
	14	629	113	1,246	292	671	1,949	419	2,546

## COMPARATIVE STATEMENT OF KILLED AND INJURED FOR YEARS ENDED DECEMBER, 31 1940, AND DECEMBER 31, 1941.

	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1941.....	14	629	113	1,246	292	671	1,949	419	2,546
1940.....	5	304	58	872	250	578	1,574	313	1,754
Increase.....	9	325	55	374	42	93	375	106	792



## TRANSPORT COMMISSIONERS OF CANADA

PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1941.

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment	1	94	6	36		5	17	7	135
Collision head-on	2	148	11	73			15	13	221
Collision rear-end		47	14	47	1	3	16	15	97
Collision in yard		114	3	23			8	3	137
Equipment struck in yard during switching or transfer movement				21		3	17		24
Sideswipe		4	1	11			8	1	15
Public highway crossing protected by gates					3	8	7	3	8
Public highway crossing protected by bell	1			1	2	12	12	2	14
Public highway crossing protected by bell and wigwag				1	20	67	40	20	68
Public highway crossing protected by watchman					2	11	9	2	11
Public highway crossing unprotected	3		2	49	108	368	312	110	420
Private crossing	1		1	3	11	36	42	12	40
Trespassing				52	135	111	230	135	111
Working on or about engine				75			52		52
Miscellaneous	1	20	6	75	4	9	108	11	104
Adjusting couplers, coupling and uncoupling			5	32			37	5	32
Run down by engine or car between stations			6	2			8	6	2
Accidents caused by hand car, motor or velocipede			7	90	2	16	62	9	106
Hand car, motor car, velocipede struck by train			12	27	3		24	15	27
Crawling between cars, over couplers				2			2		2
Passing between cars, between couplers			1	2			3	1	2
Struck by engine or cars on adjoining track				15			15		15
Struck by switch stand, water spout, mail crane, or other projection			1	20		1	22	1	21
Crushed between cars and buildings, lumber piles				9		2	11		11
Getting on and off passenger train	4	54				58	4	54	54
Injured when taking coal or water				20			20		20
Rock slides, or other obstructions on track			3	8			5	3	8
Rough coupling		9		58		7	63		74
Riding on pilot or foot-board of engine			1	21			22	1	21
Obstructions, overhead and on ground				9		1	10		10
Falling off top of car			1	29			30	1	29
Falling between cars			1	1			2	1	1
Application and handling of air brakes, stopping of trains, etc.		13		96		4	97		113
Employees getting off train in motion				79		1	80		80
Employees boarding train in motion			2	57			59	2	57
Slipped on ice		1		20			21		21
Doors closing and other minor accidents in baggage cars and coaches		106		35			137		141
Run down by engine or cars at stations or in yards			22	41		1	64	22	42

PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1941—*Concluded.*

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Caught in frog, guard rail, or switch rod.....			2				2	2	
Caught by car or engine while throwing switch..				1			1		1
Falling off side and end ladders of cars.....			1	47			48	1	47
While working handbrake				55		2	57		57
Asphyxiated.....				2			1		2
Handling freight and bag- gage.....				12		1	12		13
Loading and unloading O.C.S. material.....				14		1	14		15
Staking or poling cars....				1			1		1
Work train equipment, coal chutes and water tanks.....				15			12		15
Cars moved while being loaded or unloaded.....				2	1		3	1	2
Carmen working on or under cars on running track when moved.....			1				1	1	
Coupling and uncoupling hose.....			2	15			17	2	15
Turning angle-cock.....				2			2		2
Coach window falling....		5					5		5
Loads shifting in transit or switching.....				6			6		6
Falling or jumping off pas- senger train between stations.....	6	9		2		1	18	6	12
Cars running away; not under control.....			1	7			4	1	7
	14	629	113	1,246	292	671	1,949	419	2,546

## COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED, BY CLASS OF ACCIDENT, FOR YEARS ENDED DECEMBER 31, 1940, AND DECEMBER 31, 1941.

	1940			1941			Increase			Decrease		
	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured	Acci- dents	Kill- ed	In- jured
Derailment.....	19	3	62	17	7	135		4	73	2		
Collision head-on.....	7	1	63	15	13	221	8	12	158			
Collision rear-end.....	13		42	16	15	97	3	15	55			
Collision in yard.....	4		4	8	3	137	4	3	133			
Equipment struck in yard during switch- ing or transfer movement.....	7		12	17		24	10		12			
Sideswipe.....	8	1	21	8	1	15						6
Public highway crossing protected by gates.....	10	4	10	7	3	8				3	1	2
Public highway crossing protected by lightning flash signal.....	2		2							2		2
Public highway crossing protected by bell.....	6	3	4	12	2	14	6		10		1	...
Public highway crossing protected by bell and wigwag.....	46	34	61	40	20	68			7	6	14	
Public highway crossing protected by watchman.....	4	2	6	9	2	11	5		5			
Public highway crossing unprotected.....	278	90	402	312	110	420	34	20	18			
Private crossing.....	21	13	13	42	12	40	21		27		1	
Trespassing.....	192	97	96	230	135	111	38	38	15			9
Working on or about engine.....	55		61	52		52				3		
Miscellaneous.....	105	9	98	108	11	104	3	2	6			
Adjusting couplers, coupling and un- coupling.....	21	4	17	37	5	32	16	1	15			
Run down by engine or car between sta- tions.....	8	6	2	8	6	2						
Accidents caused by hand car, motor car or velocipede.....	50	2	64	62	9	106	12	7	42			
Hand car, motor car, velocipede struck by train.....	17	5	21	24	15	27	7	10	6			
Crawling between cars, over couplers.....				2		2	2		2			
Passing between cars, between couplers.....				3	1	2	3	1	2			
Struck by engine or cars on adjoining track.....	16	1	15	15		15				1	1	
Struck by switch stand, water spout, mail crane, or other projection.....	14		14	22	1	21	8	1	7			
Crushed between cars and buildings, lumber piles.....	1		1	11		11	10		10			
Getting on and off passenger train.....	44	1	44	58	4	54	14	3	10			
Injured when taking coal or water.....	20		20	20		20						
Rock slides, or other obstructions on track.....	2		3	5	3	8	3	3	5			
Rough coupling.....	36		41	63		74	27		33			
Riding on pilot or footboard of engine.....	9		9	22	1	21	15	1	12			
Obstructions, overhead and on ground.....	9		9	10		10	1		1			
Falling off top of car.....	31	2	29	30	1	29					1	
Falling between cars.....	4	1	3	2	1	1				2		2
Application and handling of air brakes, stopping of trains and adjusting slack.....	73		84	97		113	24		29			
Employees getting off train in motion.....	47	4	44	80		80	33		36		4	
Employees boarding train in motion.....	43		43	59	2	57	16	2	14			
Slipped on ice.....	21		21	21		21						
Doors closing and other minor accidents in baggage cars and coaches.....	137		139	137		141			2			
Run down by engine or cars at stations or in yards.....	36	16	20	64	22	42	28	6	22			3
Caught in frog, guard rail, or switch rod.....	3		3	2	2			2		1		
Caught by engine or car while throwing switch.....	2	1	1	1		1				1	1	
Falling off side and ladders of cars.....	28	1	37	48	1	47	10		10			
While working handbrake.....	46	1	45	57		57	11		12		1	
Asphyxiated.....				1		2	1		2			
Handling freight and baggage.....	7		7	12		13	5		6			
Loading and unloading O.C.S. material.....	19	1	18	14		15				5	1	3
Staking or poling cars.....				1		1	1		1			
Work train equipment, coal chutes and water tanks.....	4		4	12		15	8		11			
Cars moved while being loaded or un- loaded.....	1		1	3	1	2	2	1	1			
Carmen working on or under cars on running track when moved.....	2		2	1	1			1		1		2
Chaining and unchaining cars.....	1		1							1		1
Coupling and uncoupling hose.....	9	1	8	17	2	15	8	1	7			
Turning angle-cock.....	1		1	2		2	1		1			
Coach window falling.....	9		9	5		5				4		4
Loads shifting in transit or switching.....	1		1	6		6	5		5			
Falling or jumping off passenger train between stations.....	12	3	11	18	6	12	6	3	1			
Cars running away; not under control.....				4	1	7	4	1	7			
Washout.....	3	6	5							3	6	5
	1,574	313	1,754	1,949	419	2,546	411	138	831	36	32	39
							Accidents	Killed	Injured			
1940.....							1,574	313	1,754			
1941.....							1,949	419	2,546			
Increase.....							375	106	792			

## COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED FOR YEARS ENDED DECEMBER 31, 1940, AND DECEMBER 31, 1941.

Railway	1940		1941		Increase		Decrease	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	172	814	207	1,092	35	278		
Canadian Pacific.....	107	781	171	1,217	64	436		
Algoma Central and Hudson Bay.....		1	2	2	2	1		
British Columbia Electric.....	4	16	7	6	3			10
Central Vermont.....		2		1				1
Dominion Atlantic.....	5	4		1			5	3
Esquimalt and Nanaimo.....	3	18	2	9			1	9
Essex Terminal.....		1						1
Grand River.....		2		3		1		
Great Northern.....		2	7	85	7	83		
Hull Electric.....	1		1					
Lake Erie and Northern.....		9		14		5		
London and Port Stanley.....	2	5	1	2			1	3
Michigan Central.....	8	21	9	12	1			9
Midland Railway of Manitoba.....		4		1				3
Montreal and Southern Counties.....		14	1	4	1			10
Napierville Junction.....		2	1	1	1			1
National Harbours Board.....				1		1		
New York Central.....	2	5		14		9	2	
Niagara, St. Catharines and Toronto.....		5	2	42	2	37		
Nipissing Central.....		7		5				2
Northern Alberta.....	1	3		1			1	2
Oshawa Railway.....	1	1					1	1
Pere Marquette.....	1	7	4	14	3	7		
Quebec Central.....	4	9	1	4			3	5
Quebec Railway, Light and Power Company.....		4		2				2
Sydney and Louisburg.....			2	4	2	4		
Toronto, Hamilton and Buffalo.....	1	17		9			1	8
Toronto Terminals.....	1		1					
	313	1,754	419	2,546	121	862	15	70

	Accidents	Killed	Injured
1940.....	1,574	313	1,754
1941.....	1,949	419	2,546
Increase.....	375	106	792

## COLLISIONS INVOLVING PERSONAL INJURY DURING THE YEAR ENDED DECEMBER 31, 1941.

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
35153	Feb. 4	C.N.R.	Chatham Station, on Bridge 1 mile east of; Chatham Sub., Mileage 60-50	Ont.		3	Collision head-on.
35213	Feb. 9	C.N.R.	New Sarum; Cayuga Sub., Mileage 114-3	Ont.		4	Collision head-on.
35163	Feb. 12	C.N.R.	Trenton Junction, $\frac{1}{2}$ mile east; Oshawa Sub., Mileage 232	Ont.	2	16	Collision rear-end.
35251	Feb. 13	C.N.R.	Bic; Rimouski Sub., Mileage 29-15	Que.		2	Collision rear end.
35254	Feb. 20	C.N.R.	Thomson Station; Springhill Sub., Mileage 42-58	N.B.		3	Collision rear-end.
35221	Feb. 23	C.N.R.	Richmond Yard; Danville Sub., Mileage 86-09	Que.	1		Collision rear-end.
35253	Mar. 7	C.N.R.	Rosaire; Armagh Sub., Mileage 31	Que.		3	Collision head-on.
35312	Apr. 12	C.N.R.	Armdale; Bedford Sub., Mileage 3-59	N.S.		13	Collision rear-end.
35589	June 21	C.N.R.	Burlington Station, 3 miles east of; Beach Sub., Mileage 5-75	Ont.		2	Collision in yard.
35664	June 20	C.N.R.	Lucerne Pit; Albreda Sub., Mileage 23-1	B.C.		2	Collision in yard.
35603	June 28	C.N.R.	Richmond Station, $2\frac{1}{2}$ miles west of; St. Hyacinthe Sub., Mileage 73-5	Que.	1	3	Collision head-on.



## TRANSPORT COMMISSIONERS OF CANADA

COLLISIONS INVOLVING PERSONAL INJURY DURING THE YEAR ENDED  
DECEMBER 31, 1941—Concluded.

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
35745	July 14	C.N.R.	Wentworth; Springhill Sub., Mileage 29-30	N.S.		1	Collision head-on.
35870	Aug. 27	C.N.R.	Grant Brook; Albreda Sub., 5 poles east of Mileage 31-4	B.C.		1	Collision head-on.
35753	Aug. 2	C.N.R.	Ste. Rosalie; St. Hyacinthe Sub., Mileage 37-60	Que.		2	Collision rear-end.
35715	Aug. 8	C.N.R.	St. Leonard Junction; Drummondville Sub., Mileage 80	Que.		71	Collision in yard.
35709	Aug. 9	C.N.R.	Montreal, Turcot Centre; Montreal Terminals Sub., Mileage 3	Que.	2	26	Collision in yard.
35957	Sept. 8	C.N.R.	Merriton; Grimsby Sub., Mileage 9-47	Ont.		3	Collision rear-end.
35934	Sept. 13	C.N.R.	Wyoming; Strathroy Sub., Mileage 45-27	Ont.		9	Collision rear-end.
36068	Sept. 26	C.N.R.	Little Forks; Springhill Sub., Mileage 62-9	N.S.		1	Collision rear-end.
36110	Oct. 18	C.N.R.	Chappell; Asquith Sub., 13 poles east of Mileage 63	Sask.		10	Collision rear-end.
36115	Oct. 11	C.N.R.	Fort Erie, 2 miles west of; Dunnville Sub., Mileage 2	Ont.		1	Collision head-on.
36243	Dec. 5	C.N.R.	Montreal, Pointe St. Charles	Que.		1	Collision in yard.
75952	Dec. 11	C.N.R.	Oba	Ont.	1		Collision rear-end.
75971	Dec. 13	C.N.R.	Batiscan Sub., Mileage 79-3	Que.	2	3	Collision rear-end.
36253	Dec. 16	C.N.R.	Mont Joli Yard; Matapedia Sub., Mileage 104-1	Que.	9	29	Collision rear-end.
35147	Feb. 11	C.P.R.	Glen Tay; Belleville Sub.	Ont.		3	Collision rear-end.
35330	Mar. 11	C.P.R.	Tadannac Yard; Rossland Sub., Mileage 18-7	B.C.		1	Collision rear-end.
35350	Mar. 25	C.P.R.	North Bay Yard	Ont.		5	Collision head-on.
35490	May 20	C.P.R.	Fredericton Junction, North Yard	N.B.		2	Collision in yard.
35662	July 22	C.P.R.	Tripoli; White River Sub., Mileage 102-71	Ont.	2	30	Collision head-on.
36043	Sept. 14	C.P.R.	Swansea; Nelson Sub., Mileage 9-6	B.C.		1	Collision head-on.
35993	Sept. 3	C.P.R.	Guller; Broadview Sub., Mileage 107	Sask.		1	Collision head-on.
35966	Sept. 26	C.P.R.	Antelope, 24 poles east of east mileboard; Maple Creek Sub.	Sask.	4	3	Collision head-on.
35922	Sept. 19	C.P.R.	Swift Current; Swift Current Sub., Mileage 110-4	Sask.	1	32	Collision in yard.
35932	Oct. 1	C.P.R.	Peninsula; Heron Bay Sub., Mileage 63-36	Ont.	1	50	Collision head-on.
36325	Dec. 17	C.P.R.	Toronto Terminals, Bathurst Street	Ont.		1	Collision in yard.
35686	July 24	G.N.R.	Endot; Third Sub., Mileage 146-1	B.C.	5	81	Collision head-on.
35127	Jan. 28	M. & S. C.	Montreal, West End; Suburban Sub., Mileage 1-35	Que.		2	Collision rear-end.
35415	May 17	N. ST. C. & T.	Scanlans, 4 mile south; Welland Sub., Mileage 9-34	Ont.		34	Collision head-on.
Totals					31	455	

	Number of Accidents	Killed	Injured
1940	24	1	109
1941	39	31	455
Increase	15	30	346

**DERAILMENTS INVOLVING PERSONAL INJURY DURING THE YEAR ENDED  
DECEMBER 31, 1941.**

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
35097	Jan. 10	C.N.R.	Hawkins; Viking Sub., Mileage 11.5	Alta.		2	Derailed on switch frog.
35238	Feb. 12	C.N.R.	Loretteville; Batiscan Sub. Mileage 10	Que.		2	Broken wheel.
35255	Feb. 20	C.N.R.	Moneton; Springhill Sub. Mileage 124.72	N.B.		1	Broken journal
35307	Mar. 27	C.N.R.	Acton, 2½ miles east of; Brampton Sub., Mileage 33	Ont.		1	Key out of drawbar.
35306	Mar. 31	C.N.R.	Toronto, Brock Avenue; Newmarket Sub.	Ont.		1	Cars shoved ahead of engine were pushed over the stop block.
35365	Apr. 5	C.N.R.	L'Assomption; L'Assomption Sub., Mileage 15.5	Que.		5	Hand car struck by engine and caused switch to be opened.
35437	May 7	C.N.R.	St. Peters, ¼ mile west of; Souris Sub., Mileage 32.9	P.E.I.		1	Soft track.
35265	Nov. 4	C.N.R.	Laird; Batiscan Sub., Mileage 1.76	Que.		1	Soft track.
35318	Mar. 28	C.P.R.	Nelson Sub., Mileage 132.4	B.C.		2	Flawed switch eyebolt.
35279	Mar. 31	C.P.R.	Inkerman; Winchester Sub., Mileage 91.1	Ont.	3	16	Broken axle.
35474	May 19	C.P.R.	Taber Yard	Alta.		2	Derailed at switch.
35599	June 4	C.P.R.	Stranraer; Kerrobert Sub., Mileage 69.5	Sask.		2	Broken rail.
35551	June 10	C.P.R.	Altawan Sub., east of Mileage 41	Alta.		1	Soft track.
35937	Sept. 3	C.P.R.	Metagama, about 1½ miles west of; Nemegos Sub., Mileage 38.18	Ont.		1	Broken rail.
35885	Sept. 3	C.P.R.	Kaministiquia Sub., Mileage 34.5	Ont.		2	Broken wheel.
35931	Sept. 30	C.P.R.	Maskinongé; Three Rivers Sub., Mileage 57.5	Que.	3	48	Broken rail.
36193	Dec. 2	C.P.R.	Hurdman, on loop track connecting Prescott and M. and O. Sub.	Ont.	1	47	Derailed on curve.
Totals					7	135	

	Number of Accidents	Killed	Injured
1940	19	3	62
1941	17	7	135
Increase		4	73
Decrease	2		

**TOTAL NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR THE TEN YEARS ENDED DECEMBER 31, 1941.**

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1932	5	231	53	1,258	230	543	288	2,032
1933	5	244	44	1,272	207	521	256	2,037
1934	17	315	53	1,542	227	491	297	2,348
1935	9	375	50	1,617	256	543	315	2,535
1936	3	425	79	1,955	251	592	333	2,972
1937	7	412	67	1,281	266	656	340	2,349
1938	4	371	48	814	227	477	279	1,662
1939	3	374	57	820	252	509	312	1,703
1940	5	304	58	872	250	578	313	1,754
1941	14	629	113	1,246	292	671	419	2,546
	72	3,680	622	12,677	2,458	5,581	3,152	21,938

## TRESPASSERS KILLED AND INJURED, BY PROVINCES AND RAILWAYS, FOR YEAR ENDED DECEMBER 31, 1941

Railway	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Totals													
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.											
Canadian National.....				10	5	7	7	5	3	19	9	11	38	29	14	14	8	6	3	1	2	10	5	5	5	1	4	106	63	52		
Canadian Pacific.....							3	2	1	9	4	5	40	25	17	17	11	9	6	1	5	12	7	6	17	12	6	104	62	49		
Algoma Central and Hudson Bay ..													1	1														1	1			
British Columbia Electric.....																									2	2			2	2		
Great Northern .....																									3	2	1	3	2	1		
Michigan Central.....													2	1	1													2	1	1		
Montreal and Southern Counties.....																												2	1	1		
Niagara, St. Catharines and Toronto.													2	2														2	2			
Nipissing Central.....													1	1	1													1	1	1		
Pere Marquette.....													1	1	1													1	1	1		
Quebec Central.....													1	1														1	1			
Quebec Railway, Light and Power Company				3	2	1						2																	2	2		
Sydney and Louisburg .....																												3	2	1		
				13	7	8	10	7	4	33	15	19	85	56	36	31	19	15	9	2	7	22	12	11	27	17	11	230	135	111		

Acc.—Accidents. K.—Killed. I.—Injured.

PERSONS KILLED AND INJURED IN THE MORE PROMINENT ACCIDENTS ON THE VARIOUS RAILWAYS, UNDER THE JURISDICTION OF THE BOARD, SHOWN SEPARATELY FOR YEARS ENDED DECEMBER 31, 1937, 1938, 1939, 1940 AND 1941.

	1937		1938		1939		1940		1941		Total	
	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured	Kill- ed	In- jured
Derailement.....	18	117	9	109	4	89	3	62	7	135	41	512
Collision head-on.....	7	41	.....	5	4	84	1	63	13	221	25	414
Collision rear-end.....	3	26	1	22	3	12	.....	42	15	97	22	199
Collision in yard.....	1	21	1	33	.....	11	.....	4	3	137	5	206
Collision with cars account open switch.....	.....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	8
Collision at level dia- mond crossing.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Highway crossings pro- tected.....	22	84	14	42	21	72	43	83	27	101	127	382
Highway crossings un- protected.....	92	327	82	258	81	276	90	402	110	420	455	1,683
Adjusting couplers, coup- ling and uncoupling....	3	56	7	26	1	17	4	17	5	32	20	148
Trespassing.....	122	159	119	151	130	134	97	96	135	111	603	651
Hand car, motor car, velocipede struck by train.....	10	29	5	15	6	13	5	21	15	27	41	105
Struck by switch stand, water spout, mail crane, or other projec- tion.....	2	20	.....	11	.....	8	.....	14	1	21	3	74
Crushed between cars and buildings, lumber piles.....	.....	7	.....	6	1	5	.....	1	.....	11	1	30
Getting on and off pas- senger train.....	5	98	1	60	.....	60	1	44	4	54	11	316
Falling off top of car....	1	15	3	18	1	32	2	29	1	29	8	123
Falling between cars....	1	4	1	4	.....	1	1	3	1	1	4	13
Employees getting off train in motion.....	2	100	2	41	.....	37	4	44	.....	80	8	302
Employes boarding train in motion.....	2	72	.....	35	2	46	.....	43	2	57	6	253
Run down by engine or cars at stations or in yards.....	14	31	10	22	13	17	16	20	22	42	75	132
Explosion of locomotive boiler.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	.....
	308	1,207	255	866	267	915	267	988	361	1,576	1,458	5,552



HIGHWAY CROSSING ACCIDENTS SHOWING NUMBER OF PERSONS KILLED AND INJURED, BY PROVINCES, FOR THE YEAR ENDED  
DECEMBER 31, 1941.

Railway	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.			
Canadian National.....	4	...	9	13	3	15	10	3	13	42	17	62	104	37	123	10	2	18	10	4	18	11	1	16	2	3	206	69	277	
Canadian Pacific.....							4	3	5	24	12	33	51	16	63	18	10	18	18	10	15	9	...	13	6	1	8	130	52	185
British Columbia Electric.....																									4	1	6	4	1	6
Central Vermont.....										1		1																		
Esquimalt and Nanaimo.....																										3	2	7	3	2
Grand River.....													3		3															
Great Northern.....													3		8												1	3	1	3
Lake Erie and Northern.....													3		2															
London and Port Stanley.....													9		5													9	8	25
Michigan Central.....																											1	1	1	1
National Harbours Board.....										1		1																		
Napierville Junction.....													1		1													1	1	1
New York Central.....										1		1	1		1												2	2	2	2
Niagara, St. Catharines and Toronto.....													3	2	4												3	2	4	4
Nipissing Central.....													1		4												1	4	4	4
Pere Marquette.....													6	2	6												6	2	6	2
Quebec Central.....										1		3															1	1	1	1
Sydney and Louisburg.....						3																					2	2	2	2
Toronto, Hamilton and Buffalo.....													2		2													2	2	2
Total.....	4	...	9	15	3	18	14	6	18	70	30	100	184	65	251	28	12	36	28	14	33	20	1	29	17	6	380	137	521	521

PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS FOR TEN YEARS WITH DESCRIPTION OF PROTECTION OR  
NON-PROTECTION IN EFFECT.

PRINCE EDWARD ISLAND

	1932			1933			1934			1935			1936			1937			1938			1939			1940			1941			Totals for 10-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.			
Gates.....																																	
Lightning Flash.....																																	
Bell.....																																	
Bell and wigwag.....																																	
Watchman.....																																	
Unprotected.....																																	
Totals.....																																	

NOVA SCOTIA

Gates.....																								
Lightning Flash.....																								
Bell.....																								
Bell and wigwag.....																								
Watchman.....																								
Unprotected.....																								
Totals.....																								

NEW BRUNSWICK

Gates.....																								
Lightning Flash.....																								
Bell.....																								
Bell and wigwag.....																								
Watchman.....																								
Unprotected.....																								
Totals.....																								







SUMMARY OF HIGHWAY CROSSING ACCIDENTS (MOTORS AND OTHERS) WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION FOR TEN-YEAR PERIOD ENDED DECEMBER 31, 1941.

Year	Gates						Lightning flash signal						Bell						Bell and wigwag					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1932....	4	1	3	5	4	1	3	3	3	.....	.....	.....	26	18	28	5	3	2	.....	.....	.....	.....	.....	.....
1933....	4	.....	15	3	2	1	.....	.....	.....	1	1	.....	17	5	29	7	5	2	.....	.....	.....	.....	.....	.....
1934....	4	4	8	6	2	4	.....	.....	.....	1	1	.....	27	6	29	6	2	4	.....	.....	.....	.....	.....	.....
1935....	3	1	4	5	4	1	1	1	.....	2	1	1	35	13	54	2	1	1	.....	.....	.....	.....	.....	.....
1936....	1	.....	5	1	.....	1	.....	.....	.....	1	1	.....	9	1	12	1	1	1	18	10	25	2	2	1
1937....	1	.....	8	5	1	4	1	1	3	.....	.....	.....	12	7	21	1	1	1	22	8	36	5	3	2
1938....	4	.....	4	4	2	2	1	.....	1	.....	.....	.....	4	1	6	1	1	.....	19	8	22	4	1	3
1939....	3	1	5	4	1	3	.....	.....	.....	.....	.....	.....	5	2	7	1	.....	1	28	11	41	6	4	2
1940....	6	1	9	4	3	1	2	.....	2	.....	.....	.....	5	2	4	1	1	.....	38	28	59	8	6	2
1941....	3	.....	7	4	3	1	.....	.....	.....	.....	.....	.....	12	2	14	.....	.....	.....	36	16	68	4	4	.....
Totals..	33	8	68	41	22	19	8	5	9	5	4	1	152	57	204	25	15	10	161	81	251	29	20	10

Year	Watchman						Unprotected						Total motors			Total others			Grand totals		
	Motor			Other			Motor			Other											
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
1932....	3	2	1	.....	.....	.....	176	47	226	32	18	30	212	71	261	42	25	33	254	96	294
1933....	3	3	1	.....	.....	.....	165	50	228	20	9	12	189	58	273	31	17	15	220	75	288
1934....	4	1	4	1	1	.....	147	52	204	18	12	9	182	63	245	32	18	17	214	81	262
1935....	3	.....	4	2	1	1	171	85	223	18	7	15	213	100	285	29	14	19	242	114	304
1936....	.....	.....	.....	1	.....	1	186	88	304	23	10	18	214	99	346	29	14	21	243	113	367
1937....	5	1	10	.....	.....	.....	226	88	319	8	4	8	267	105	397	19	9	14	286	114	411
1938....	3	1	4	.....	.....	.....	188	76	247	14	6	11	219	86	284	23	10	16	242	96	300
1939....	5	2	13	.....	.....	.....	178	75	265	13	6	11	219	91	331	24	11	17	243	102	348
1940....	3	2	5	1	.....	1	263	79	395	15	11	7	317	112	474	29	21	11	346	133	485
1941....	8	1	11	1	1	.....	292	99	411	20	11	9	351	118	511	29	19	10	380	137	521
Totals..	37	13	53	6	3	3	1,992	739	2,822	181	94	130	2,383	903	3,407	287	158	173	2,670	1,061	3,580

Ten-year period	Gates			Lightning flash signal			Bell			Bell and wigwag			Watchman			Unprotected			Grand totals ten-year period		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Motor.....	38	8	68	8	5	9	152	57	204	161	81	251	37	13	53	1,992	739	2,822	2,383	903	3,407
Other.....	41	22	19	5	4	1	25	15	10	29	20	10	6	3	3	181	94	130	287	158	173
Total.	79	30	87	13	9	10	177	72	214	190	101	261	43	16	56	2,173	833	2,952	2,670	1,061	3,580

## SUMMARY OF ALL HIGHWAY CROSSING ACCIDENTS FOR TEN-YEAR PERIOD ENDED DECEMBER 31, 1941.

	1932		1933		1934		1935		1936		1937		1938		1939		1940		1941		Totals												
	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	A.	K.	I.	Acci- dents	Kill- ed	In- jured									
Prince Edward Island.....			3	1	3	2	2	1	1		2	1	1	.....	3	.....	4	.....	2	1	3	2	.....	2	4	.....	9	18	5	24			
Nova Scotia.....	10	2	15	8	1	13	6	2	7	8	6	9	7	.....	9	18	8	34	12	5	13	15	8	20	15	3	18	117	43	167			
New Brunswick.....	8	2	10	6	.....	10	10	9	11	5	2	4	12	3	19	11	3	14	9	1	16	6	4	5	13	6	16	14	6	18	94	36	123
Quebec.....	42	21	53	46	11	60	35	16	39	43	26	59	43	35	72	49	15	77	43	29	56	52	23	70	61	32	94	70	30	100	484	238	680
Ontario.....	147	63	156	108	41	141	119	42	140	130	63	166	118	47	171	138	62	191	106	47	120	121	49	175	159	61	231	184	65	251	1,330	540	1,742
Manitoba.....	8	1	14	9	3	14	11	1	12	11	8	11	18	4	27	17	8	23	13	2	17	10	3	14	30	3	51	28	12	36	155	45	219
Saskatchewan.....	16	3	22	13	3	18	10	4	16	12	5	15	16	11	25	14	8	16	24	7	34	15	8	25	26	7	28	28	14	33	174	70	232
Alberta.....	14	4	12	19	12	24	16	1	29	11	1	12	15	10	22	22	8	33	22	5	22	14	5	15	23	9	21	20	1	29	176	56	219
British Columbia.....	9	.....	12	8	3	5	5	4	7	21	3	26	13	2	22	14	2	19	13	.....	22	8	1	12	14	7	22	17	6	27	122	28	174
Totals.....	254	96	294	220	75	288	214	81	262	242	114	304	243	113	367	286	114	411	242	96	300	243	102	348	346	133	485	380	137	521	2,670	1,061	3,580

A.—Accidents. K.—Killed. I.—Injured.

## TRANSPORT COMMISSIONERS OF CANADA

SUMMARY OF ALL HIGHWAY CROSSING ACCIDENTS FOR TEN-YEAR PERIOD ENDED DECEMBER 31, 1941, SHOWING SEPARATELY MOTOR VEHICLE ACCIDENTS AND "OTHERS".

	1932				1937		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	212	71	261	Motors.....	267	105	397
Others.....	42	25	33	Others.....	19	9	14
Totals.....	254	96	294	Totals.....	286	114	411
	1933				1938		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	189	58	273	Motors.....	219	86	284
Others.....	31	17	15	Others.....	23	10	16
Totals.....	220	75	288	Totals.....	242	96	300
	1934				1939		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	182	63	245	Motors.....	219	91	331
Others.....	32	18	17	Others.....	24	11	17
Totals.....	214	81	262	Totals.....	243	102	348
	1935				1940		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	213	100	285	Motors.....	317	112	474
Others.....	29	14	19	Others.....	29	21	11
Totals.....	242	114	304	Totals.....	346	133	485
	1936				1941		
	Accidents	Killed	Injured		Accidents	Killed	Injured
Motors.....	214	99	346	Motors.....	351	118	511
Others.....	29	14	21	Others.....	29	19	10
Totals.....	243	113	367	Totals.....	380	137	521

## GRAND TOTALS

	Accidents	Killed	Injured
1932.....	254	96	294
1933.....	220	75	288
1934.....	214	81	262
1935.....	242	114	304
1936.....	243	113	367
1937.....	286	114	411
1938.....	242	96	300
1939.....	243	102	348
1940.....	346	133	485
1941.....	380	137	521
Totals.....	2,670	1,061	3,580

CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING  
ACCIDENTS FOR YEAR 1941.

## MOTOR VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	128	55	142
Night hours.....	64	30	102
Total.....	192	85	244

## HORSE-DRAWN OR OTHER VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	8	4	4
Night hours.....	1		1
Total.....	9	4	5

## PEDESTRIANS STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	12	9	3
Night hours.....	8	6	2
Total.....	20	15	5

## MOTOR VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight hours.....	50	17	69
Night hours.....	84	14	151
Total.....	134	31	220

## ACCIDENTS IN WHICH RAILWAY TRACK CARS INVOLVED

	Accidents	Killed	Injured
Daylight hours.....	24	2	45
Night hours.....	1		2
Total.....	25	2	47

## TOTAL NUMBER OF ACCIDENTS

	Accidents	Killed	Injured
Daylight hours.....	222	87	263
Night hours.....	158	50	258
Grand Total.....	380	137	521

Number of accidents which occurred at crossings protected by gates.....	7
Number of accidents which occurred at crossings protected by Flashing Lights and Bell.....	
Number of accidents which occurred at crossings protected by Bell.....	12
Number of accidents which occurred at crossings protected by Bell and Wigwag...	40
Number of accidents which occurred at crossings protected by Watchman.....	9
Number of accidents which occurred at crossings Unprotected.....	312
Total.....	380



## TRANSPORT COMMISSIONERS OF CANADA

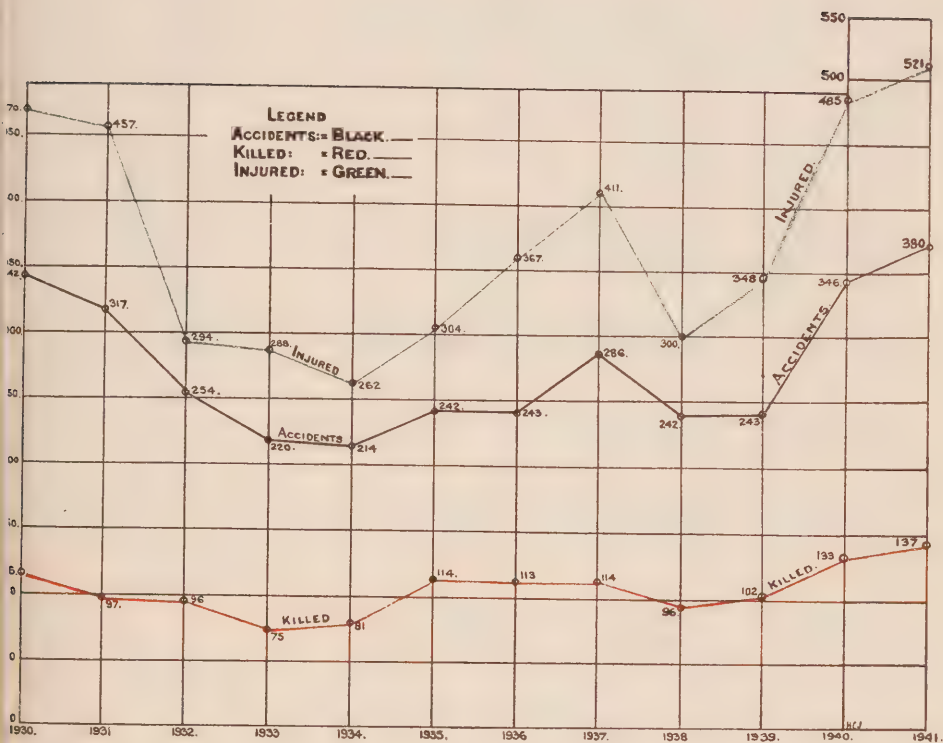
NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE AND NUMBER OF DEFECTS FOR THE YEAR ENDED DECEMBER 31, 1941.

Railway	Cars Inspected	Cars Defective	Number of Defects
Canadian National.....	36,431	2,004	2,336
Canadian Pacific.....	23,255	1,259	1,406
Algoma Central and Hudson Bay.....	125	7	7
London and Port Stanley.....	3	3	12
Michigan Central.....	785	23	26
New York Central.....	40	10	15
Northern Alberta.....	135	5	5
North Star Oil Company.....	17	6	9
Pere Marquette.....	130	7	7
Temiscouata.....	20	10	32
Toronto, Hamilton and Buffalo.....	550	54	58
Totals.....	61,491	3,388	3,913

NUMBER OF LOCOMOTIVES INSPECTED, AND NUMBER OF DEFECTS ON RAILWAYS, FOR THE YEAR ENDED DECEMBER 31, 1941.

Classification	Total Defects
Blow-off cocks.....	17
Brake equipment.....	5
Cabs or cab windows, curtains.....	3
Cab aprons or decks.....	1
Coupling or uncoupling devices.....	55
Crossheads, guides, pistons or piston rods.....	14
Cylinders, saddles, or steam chests.....	1
Domes or dome caps.....	1
Draft gear.....	2
Draw gear.....	2
Driving boxes, shoes, wedges or pedestals.....	18
Fire-box sheets.....	1
Frames, tender.....	1
Gauges or gauge fittings, air.....	1
Gauges, steam.....	22
Gauge cocks.....	5
Grate shakers, and fire doors.....	2
Handholds.....	51
Injectors and connections.....	15
Inspections or tests not made as required.....	2
Lateral motion.....	26
Packing nuts.....	1
Pilot or pilot beams.....	3
Plugs or studs.....	1
Springs or spring rigging.....	9
Steam pipes.....	2
Steps.....	33
Tender.....	3
Trucks, engine.....	3
Washout plugs.....	1
Water glass, fittings or shields.....	21
Wheels.....	23
Miscellaneous.....	14
Fire protective appliances.....	33
Total Defects.....	397

	Locomotives Inspected
Canadian National.....	4,119
Canadian Pacific.....	2,536
Miscellaneous Railways.....	564
Total.....	7,219





SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER  
THE JURISDICTION OF THE BOARD, SEASON OF 1941.

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railways	Miscel- laneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	12	31	2	23	5	1	3	.....	.....	77
Locomotive, Class B fires.....	36	24	3	29	17	3	3	.....	.....	115
Locomotive, Class C fires.....	8	5	.....	7	4	.....	6	.....	.....	30
Employees, Class A fires.....	4	.....	1	3	1	.....	1	.....	.....	11
Employees, Class B fires.....	1	5	1	5	4	2	4	.....	1	23
Employees, Class C fires.....	.....	4	.....	1	1	1	.....	.....	.....	7
Total, Class A fires.....	16	31	3	26	6	2	4	.....	.....	88
Total, Class B fires.....	37	29	4	34	21	5	7	.....	1	138
Total, Class C fires.....	8	9	.....	8	5	1	6	.....	.....	37
Total, all railway fires.....	61	69	7	68	32	8	17	.....	1	263
<i>Areas burned (acres)—</i>										
Young forest growth.....	225	74	2	732	4,184	6	15	.....	.....	5,238
Merchantable timber.....	17	41	1	1	30	.....	.....	.....	.....	90
Slashing or old burn.....	1,200	45	.....	297	16	.....	.....	.....	.....	1,558
Other classes of land.....	876	134	1	64	162	37	819	.....	1	2,094
Total.....	2,318	294	4	1,094	4,392	43	834	.....	1	8,980
<i>Value of property destroyed—</i>										
Young forest growth.....	250	43	3	273	16,267	.....	66	.....	.....	16,902
Standing timber.....	52	20	7	5	90	.....	.....	.....	.....	174
Forest products.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other property.....	60	2	10	431	1,796	347	.....	.....	.....	2,646
Total.....	362	65	20	709	18,153	347	66	.....	.....	19,722



SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER  
THE JURISDICTION OF THE BOARD, SEASON OF 1941.—*Concluded.*

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railways	Miscel- laneous Railways (c)	Totals
<i>Known causes other than Railway—</i>										
<i>Number by causes—</i>										
Campers and travellers, Class A fires.....	7	3	.....	9	2	.....	1	.....	1	23
Campers and travellers, Class B fires.....	10	4	1	12	1	.....	.....	.....	1	29
Campers and travellers, Class C fires.....	2	.....	.....	2	.....	.....	.....	.....	.....	4
Settlers, Class A fires.....	.....	1	.....	6	2	.....	9	.....	1	18
Settlers, Class B fires.....	1	.....	.....	1	.....	.....	3	.....	.....	4
Settlers, Class C fires.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Other known causes, Class A fires.....	.....	1	.....	.....	1	.....	.....	.....	.....	1
Other known causes, Class B fires.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1
Other known causes, Class C fires.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total, Class A.....	7	4	1	9	2	.....	1	.....	1	25
Total, Class B.....	11	6	1	18	4	.....	9	.....	1	50
Total, Class C.....	2	.....	.....	4	.....	.....	3	.....	.....	9
Total.....	20	10	2	31	6	.....	13	.....	2	84
<i>Areas burned (acres)—</i>										
Young forest growth.....	39	7	.....	14,550	.....	.....	.....	.....	1	14,597
Merchantable timber.....	.....	.....	.....	46,386	.....	.....	.....	.....	.....	46,386
Slashing or old burn.....	100	.....	.....	55,635	12	.....	3	.....	.....	55,750
Other classes of land.....	30	6	1	38	2	.....	272	.....	.....	349
Total.....	169	13	1	116,609	14	.....	275	.....	1	117,082
<i>Value of property destroyed—</i>										
Young forest growth.....	4	74	.....	1,185	.....	.....	.....	.....	.....	1,263
Standing timber.....	.....	.....	.....	325,570	.....	.....	.....	.....	.....	325,570
Forest products.....	2	1	20	4,593	.....	.....	5	.....	.....	4,621
Other property.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	6	75	20	331,348	.....	.....	5	.....	.....	331,454



SUMMARY OF FIRES OF RAILWAY ORIGIN IN FOREST SECTIONS, CLASSIFIED BY CAUSES, SEASON OF 1941.

Cause of Fire	Number of Fires			Forest Land Burned			Non-forest land burned		Damage to Forest Products	Damage to Other Property	Grand Totals			
	Class			Total	Per cent	Acres	Per cent	Damage			Per cent	Acres	Per cent	Damage
	A	B	C											
Locomotive.....	77	115	30	222	84.41	6,691	97.17	1,985	94.79	2,199	8,676	96.62	19,129	96.99
Employee.....	11	23	7	41	15.59	195	2.83	109	5.21	447	304	3.38	593	3.01
Total .....	88	138	37	263	100.00	6,886	100.00	2,094	100.00	2,646	8,980	100.00	19,722	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

SUMMARY OF REPORTS OF FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1941; SHOWING BY PROVINCES THE NUMBER OF FIRES, AREAS BURNED AND VALUE OF PROPERTY DESTROYED BY CLASSIFIED CAUSES.

Province	Fires of Railway Origin					Known Causes other than Railway					Fires of Unknown Origin							
	Forested Mileage	No. of Fires	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	No. of Fires	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	
Nova Scotia.....	937	.....	.....	.....	.....	\$	.....	1	1.19	5	-.0043	.....	.....	6	9.38	28	4.18	\$
New Brunswick.....	1,099	15	5.70	23	0.26	47	0.24	1	1.19	1	-.0001	20	-.01	.....	.....	.....	.....	.....
Quebec.....	1,859	52	19.77	852	9.49	538	2.73	28	33.33	174	1.487	167	-.05	15	23.44	63	9.41	892
Ontario.....	4,533	89	33.84	2,668	29.71	864	4.38	28	33.33	116,601	-.5892	331,187	99.92	22	34.38	99	14.77	30
Manitoba.....	618	7	2.66	778	8.66	402	2.04	2	2.38	12	-.0103	.....	.....	7	10.94	5	0.75	.....
Saskatchewan.....	376	7	2.66	26	0.29	.....	.....	.....	.....	.....	.....	.....	.....	1	1.56	10	1.49	6
Alberta.....	1,254	27	10.27	4,372	48.68	17,736	89.93	14	16.67	276	-.2358	5	-.001	10	15.62	357	53.28	.....
British Columbia.....	3,196	66	25.10	261	2.91	135	0.68	10	11.91	13	-.0111	75	-.022	3	4.68	108	16.12	367
Yukon Territory.....	58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28.34
Totals.....	13,930	263	100.00	8,980	100.00	19,722	100.00	84	100.00	117,082	100.00	331,454	100.00	64	100.00	670	100.00	1,295
																		100.00

Respectfully submitted,

C. C. STIBBARD,  
Director of Operation.



## APPENDIX "D"

STATEMENT SHOWING TOTAL NUMBER OF APPLICATIONS MADE TO THE BOARD UNDER THE VARIOUS SECTIONS OF THE RAILWAY ACT, ALSO COMPLAINTS AND REPORTS FILED, FOR THE YEAR DECEMBER 31, 1941.

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....	4	2	1		1	3	3	2		1		2	19
Rules and Regulations, Secs. 34, 281.....		3					3			1		1	6
Appeals to S. C. and G. C. in C.....	1												2
Amalgamation Agreements, Secs. 151-153.....							1						1
Traffic Agreements, Sec. 154.....		2	1				1						2
Gas and Gasoline Pipes, Sec. 162.....			2										2
Location of line, Sec. 167.....			4	2	1								2
Railway as constructed, Sec. 175.....	1	1	1							1		1	11
Deviations, Changes & Removals, Sec. 165A.....			5	6	10	10	7	10	7	6	5	9	83
Removals of Stations, Sec. 179.....	6	2	2										3
Branch line, Secs. 180, 187.....		1	1										2
Removal of Industrial Ports, Secs. 187, 398.....		1	2										3
Station Buildings, Sec. 188.....	2	1	2	2	1		2	6	4	4	1	2	29
Station Agents, Sec. 188.....	1	2	2	2	2	3	2	1			1	6	22
Station Accommodation, Sec. 188.....	2	1	1	1		1		2				1	7
Operation of trains over sidings, Sec. 193.....							1			2	1		6
Mines and Minerals, Secs. 194, 198.....	1		2	1	1	2		1					2
Construction of works in navigable Waters, Sec. 248.....				1	1			1					1
Station, Freight Sheds, destroyed by fire.....							1	1	1	1		1	7
Subways, Secs. 249-251.....	1	3	1	4	11	6	6	2	4	1	18	10	67
Bridges, Secs. 249-251.....	3	3	3	3	5	2	2	4	3	2	6	4	40
Clearances, Secs. 250-251.....	2		1			2				1		1	9
Interlocking Appliances, Secs. 252-254.....								1					2
Railway Crossings and Junctions, Secs. 252-254.....													159
Highway Crossings, Sec. 250.....	19	10	20	4	11	21	11	12	23	12	10	6	184
Protection at Crossings, Sec. 257.....	17	16	11	15	10	10	31	12	9	13	19	21	
Highway Diversions, Sec. 257.....									1				1
Ditches, Drains, Sec. 268.....		1		1	1	1	2	1	1	1	1		6
Culverts, Sec. 269.....	1	1	1	1	1	1	1	1	1	1	4	4	8
Sewers, Sec. 269.....													23
Farm and Private Crossings, Secs. 272-273.....			1	1	1		2	3	4	5	1	2	3
Cattle Guards and Cattle Passes, Sec. 274.....			3										654
Opening of Railway, Secs. 276-277.....	2												
Investigations submitted, Secs. 285-286.....	67	33	60	38	43	41	70	52	67	59	59	65	
*Accident Reports, Secs. 285-286.....	(156)	141	145	111	140	173	157	190	198	108	186	184	
Adjustment in rates.....	1	2	2	2	4	1	2	3	2	2	2	1	17
Train Service, Secs. 302-304.....													1
Tractions at Swing Bridges, Sec. 305.....													1
Whistling by Locomotives, Sec. 308.....					1	1			1				4



## APPENDIX "E"

## GENERAL ORDER No. 600

*In the matter of regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains.*

File No. 22338

TUESDAY, the 7th day of January, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading what has been filed on behalf of The Railway Association of Canada and the Brotherhood of Railroad Trainmen; and upon the recommendation of the Director of Operation of the Board—  
*It is ordered:*

1. That every railway company subject to the legislative authority of the Parliament of Canada operating a railway by steam power shall strictly conform to the following rules and regulations governing the handling of vestibule doors, platforms, curtains, guard rails, side and end gates, tail gates, chains, and bars on equipment handled on passenger and mixed trains, namely:

- (1) \*Through and local trains, double track, right hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on right hand side only are to be opened, except when necessary to open those on left hand side to receive or discharge passengers.
- (2) \*Through and local trains, double track, left hand operation. When running, all vestibule doors and platforms are to be kept closed. When standing, those on left hand side only are to be opened, except when necessary to open those on right hand side to receive or discharge passengers.
- (3) \*Through and local trains, single track. When running, all vestibule doors and platforms are to be kept closed.
- (4) Suburban trains, double track, right hand operation. Vestibule doors and platforms on right hand side of train may be kept open. Those on left hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.

---

\*NOTE.—Through and local trains, when within commutation limits and carrying commutation traffic within such limits, will be regarded as suburban trains, and vestibule doors and platforms will be handled as provided for suburban trains in clauses 4, 5, and 6 hereof.

- (5) Suburban trains, double track, left hand operation. Vestibule doors and platforms on left hand side of train may be kept open. Those on right hand side are to be kept closed, except when necessary to open them to receive or discharge passengers.
- (6) Suburban trains, single track. All vestibule doors and platforms may be kept open.
- (7) Secure vestibule doors and platforms. When permissible to have vestibule doors and platforms open when running, these must be securely fastened.
- (8) Guard rails or side gates. These appliances will be handled as prescribed for the handling of vestibule doors and platforms.
- (9) Vestibule curtains. These appliances will be kept drawn and securely fastened, except during switching operations.
- (10) Tail gates, chains, or bars. The appliance at the rear of the last car on the train must invariably be kept closed and securely fastened, and the appliance at the rear of the last passenger car must also be kept closed and securely fastened when a baggage car, flanger, or caboose is immediately behind it.

2. That, when vestibule doors and platforms, side gates or guard rails (if required by the said regulations to be kept closed when running) are closed as the train moves away from stopping point and remain closed until nearing the next stopping point, or when trainman is on duty at the opening, it will be considered that the regulations herein approved are being complied with.

3. That General Order No. 263, dated 7th May, 1919, made herein, be, and it is hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 601

*In the matter of the General Order of the Board No. 598, dated 11th October, 1940 authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers.*

File No. 1717.87.

THURSDAY, the 27th day of February, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the application of the Railway Association of Canada for an Order to amend paragraph 24-1 of the Regulations approved by the said General Order No. 598; and upon the report and recommendation of the Director of Operations of the Board—

*It is ordered that the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by striking out paragraph 24-1 on page 17 thereof and substituting therefor the following, namely:—*

“24-1. Tank cars authorized for use prior to effective date of these regulations, and fusion-welded tanks subsequently authorized, may be used until further order of the Board, as follows:—

Where these regulations call for specification numbers:

These specification containers may also be used:

NOTE.—Tanks with I.C.C. specification marks are authorized the same as those with C.R.C. specification marks.

103 <sup>4</sup> , <sup>5</sup> .....	A.R.A. II <sup>1</sup> , <sup>4</sup> , <sup>5</sup> , III <sup>4</sup> , <sup>5</sup> , and IV <sup>4</sup> , <sup>5</sup> ; 103W.
103A <sup>4</sup> .....	A.R.A. II <sup>2</sup> , <sup>4</sup> , and III <sup>2</sup> , <sup>4</sup> ; 103A-W.
103B <sup>4</sup> .....	A.R.A. II <sup>4</sup> , and III <sup>4</sup> , rubber lined; 103B-W.
103C <sup>4</sup> .....	103C-W.
104 <sup>4</sup> .....	A.R.A. IV <sup>4</sup> ; 104-W.
104A.....	104A-W.
105A300.....	A.R.A. V <sup>3</sup> ; 105 <sup>3</sup> ; 105A300-W.
105A400.....	105A400-W.
105A500.....	105A500-W.
105A600.....	105A600-W.
106A500.....	I.C.C. 27 cylinders mounted on or forming part of a car and classified as multi-unit tank cars prior to October 1, 1930.

106A800.....	None.
107A.....	None.
108.....	Wooden tanks built and authorized prior to July 1,1927.
108A.....	Wooden tanks built and authorized prior to July 1,1927.

<sup>1</sup>Tank must be tested to a pressure of 60 pounds per square inch, and safety valves must be set to open at a pressure of 25 pounds per square inch. Tank cars having head block anchorage must not be used for the transportation of inflammable liquids.

<sup>2</sup>Tanks and their appurtenances must have been originally designed or subsequently reconstructed for the transportation of acids.

<sup>3</sup>Safety valves on these cars must be set to open at pressure not exceeding 25 pounds per square inch.

<sup>4</sup>Tanks equipped with safety vents must have the vent closure so chained or otherwise fastened as to prevent misplacement.

<sup>5</sup>These tank cars must not be used for shipments of smokeless powder in water unless equipped with positive closure type bottom outlet valves."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 602

*In the matter of the application of the Railway Association of Canada for an Order amending the General Order of the Board No. 591, dated September 2, 1933, which authorizes for the observance of railway companies subject to the jurisdiction of the Board, regulations with regard to recommended practice for the prevention of electric sparks that may cause fire during the transfer of inflammable liquid between units of equipment operated on rails, and between equipment operated on rails and wayside piping, pumps, tanks, and other structures.*

File No. 1717.73

WEDNESDAY, the 5th day of March, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon reading the application, and upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered:*

1. That the following regulations with regard to recommended practice for the prevention of electric sparks that may cause fire during the transfer of inflammable liquids, compressed inflammable gases or liquefied petroleum gas to or from rail equipment be, and they are hereby, authorized for the observance of railway companies subject to the jurisdiction of the Board, namely:—

## DEFINITION

An inflammable liquid, as defined by the Board, is any liquid which gives off inflammable vapours (as determined by the flash point from Tagliabue open cup tester, as used for test of burning oils) at or below a temperature 80° F.

A compressed inflammable gas, or liquefied petroleum gas, is defined by the Board as any material with a gauge pressure exceeding 25 pounds per square inch at 70° F., or any liquid inflammable material having a Reid vapour pressure exceeding 40 pounds per square inch absolute at 100° F.

NOTE—The above definitions, together with a list of inflammable liquids, compressed inflammable gases or liquefied petroleum gases, and certain information pertaining thereto, are published in the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight authorized under the General Order of the Board No. 598, dated October 11, 1940, effective December 2, 1940.

## A.—For all loading or unloading tracks—

(1) A permanent electrical connection shall be made between the rails on which rail equipment may stand and the piping system used in connection with the transfer of inflammable liquids, compressed inflammable gases, or liquefied petroleum gases. The electric connections shall be not less than one No. 6 nor less than two No. 6 AWG stranded copper, bronze, or copper-covered steel wire.

B.—For all loading or unloading tracks not equipped for electric operation where there is evidence of stray electric currents—

In addition to A (1) above, the following requirements shall be met:—

(2) The section of track on which any part of the rail equipment may stand while an inflammable liquid, compressed inflammable gas, or liquefied petroleum gas is being transferred shall be adequately bonded at each rail joint.

(3) Insulated rail joints shall be installed electrically to separate the loading or unloading track section from all other track rails. Such insulated rail joints shall not be bridged by rail equipment or other means during transfer operations.

(4) Other precautions, such as insulated joints in the permanent piping system, grounding, additional temporary bonds between the piping system and rail equipment tank, and other special measures as may be required under specific local conditions, shall be taken to provide adequate protection.

C.—For all loading or unloading tracks equipped for electric operation—

In addition to A (1) and B (2) to (4) inclusive above, the following additional requirements shall be met:—

(5) An adequate return conductor shall be installed from the rails of the insulated track section through a switch which, when closed, short circuits the insulated track joints. This switch shall be interlocked with a switch controlling the supply of propulsion power to the contact conductor of the insulated track section in such a way that normally, when the return switch is open, the contact conductor of the insulated track section is de-energized and connected to the main track rail return. If the contact conductor of the insulated track section is a third rail, it may be grounded when de-energized, instead of being connected to the main track rail return.

(6) Where values of short circuit currents may be introduced at the transfer racks that would set up differences of potential of a hazardous magnitude, it is recommended that special studies be made by qualified persons, and such additional or substitute measures taken as are necessary to provide adequate protection.

2. That the said General Order No. 591, dated September 2, 1939, be, and it is hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 603

*In the matter of the application of The Railway Association of Canada, on behalf of its member lines, for an Order authorizing the amendment of Rule No. 98 of the Operating Rules of the Canadian National Railways and of the Canadian Pacific Railway Company, and the corresponding rule in effect on other Canadian railways, by the elimination of paragraph 3 specifying the maximum permissible speed of trains at railway crossings.*

File No. 4135.159

THURSDAY, the 20th day of March, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Chief Engineer and the Director of Operation of the Board; and upon the consent of certain organizations concerned, filed—

*It is ordered:*

1. That Rule No. 98 of the Operating Rules of the Canadian National Railways and Rule No. 98 of the Operating Rules of the Canadian Pacific Railway Company be, and they are hereby, amended by striking out the third and fourth paragraphs thereof and substituting therefor the following paragraphs, namely:—

“At railway crossings at grade, unless otherwise permitted by Order of The Board of Transport Commissioners for any specific crossing, the speed of any train must not exceed thirty-five miles per hour until the entire train has passed the crossing.

“At drawbridges, the speed of a passenger train must not exceed twenty-five miles per hour and of any other train fifteen miles per hour until the entire train has passed the drawbridge.”

2. That an amendment to the same effect be, and it is hereby, made in the Operating Rules of every other Canadian railway under the jurisdiction of the Board.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 604

*In the matter of the General Order of the Board No. 598, dated 11th October, 1940, authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers.*

File No. 1717.87.1

WEDNESDAY, the 25th day of June, A.D. 1941.

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon the application of the Department of National Defence, Air Service, for an Order to amend paragraph 37-6B of the Regulations approved by the said General Order No. 598; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding to the said paragraph 37-6B on page 20 thereof the following:—

Until further order, explosive bombs may be packed in fiberboard boxes made of 325-pound strength board with liners of the same material. Boxes must be fitted with partitions when necessary to prevent damage in transit. Gross weight must not exceed 90 pounds.

F. NAP. GARCEAU,  
*Deputy Chief Commissioner.*

## GENERAL ORDER No. 605

*In the matter of Rules and Regulations respecting the procedure before the Board under The Transport Act, 1938.*

File No. 429

TUESDAY, the 29th day of July, A.D. 1941.

J. A. CROSS, *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers conferred upon the Board by The Transport Act, 1938, and of all other powers possessed by the Board in this behalf—

*It is ordered:* That, subject to the provisions of General Orders Nos. 581 and 599, the Rules and Regulations respecting the procedure before the Board under the Railway Act shall apply, *mutatis mutandis*, to the procedure before the Board under The Transport Act, 1938.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 606

*In the matter of the General Order of the Board No. 598, dated 11th October, 1940, as amended by General Order of the Board No. 601, dated February 27, 1941, authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers.*

File No. 1717

FRIDAY, the 26th day of September, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the application of the Railway Association of Canada for an Order to amend the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, approved under the General Order of the Board No. 598, as amended by General Order of the Board No. 601; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, be, and they are hereby, amended in accordance with amendments marked "A" on file with the Board under file No. 1717, Part 11, and certified by the Secretary of the Board.

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 607

*In the matter of the specifications for highway crossing signals of the flashing light type.*

File No. 27214.20

MONDAY, the 29th day of September, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers vested in it under Sections 256 and 287 of the Railway Act, and of all other powers possessed by the Board in this behalf and upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered:* That, until further notice, the specifications for signals of the flashing light type at highway crossings are and shall be as follows:—

1. Mounting.

- (a) The assembly of apparatus shall conform to the Board's Drawing entitled "Highway Grade Crossing Signals of Flashing Light Type," dated April 10, 1941.
- (b) The "Railway Crossing" sign and signal shall be mounted on the same post. The crossing sign must not extend beyond the outer vertical limits of the light units.
- (c) A signal shall be placed on each side of the track with not less than four one-way units per signal.
- (d) Posts shall be painted white or aluminum and base castings, lamp units, backgrounds, hoods, crossarm and pinnacle or bell shall be painted black.

2. Operating time.

Automatic signal devices used to indicate the approach of trains shall so indicate for not less than 20 seconds before the arrival of the fastest train operated over the crossing.

3. Circuits.

Circuits for automatic operation of flashing light signals shall be so arranged that signals will operate until rear of train reaches or clears the crossing.

4. Lights.

Signal lights shall shine in both directions along the highway and be mounted horizontally approximately 2' 6" centres. Lamp shall preferably be not less than 7 feet nor more than 9 feet above the surface of the highway.

## 5. Lenses or Roundels.

Lenses or roundels shall be  $8\frac{3}{8}$  inches diameter and shall be in accordance with A.A.R. Signal Section Specification No. 69. Transmission values on A.A.R. Standard Scale shall be 220 to 300 for the ribbed spread light type lens system or for the ribbed spread light type cover glass used in reflector systems.

## 6. Range and Spread.

(a) Range shall be the distance at which the indications will be clear and distinct to a person with normal vision.

(b) Each flashing light unit shall provide an indication having a beam candle power of uniform intensity at an angle up to 10 degrees on either side of the axis and the range at any point in the 20-degree angle under bright sunlight conditions with the sun at or near the zenith shall be not less than 1,500 feet when a 10-watt lamp rated at 1,000 hours is burned at rated voltage.

(c) Signals shall display a satisfactory close indication.

## 7. Flashes.

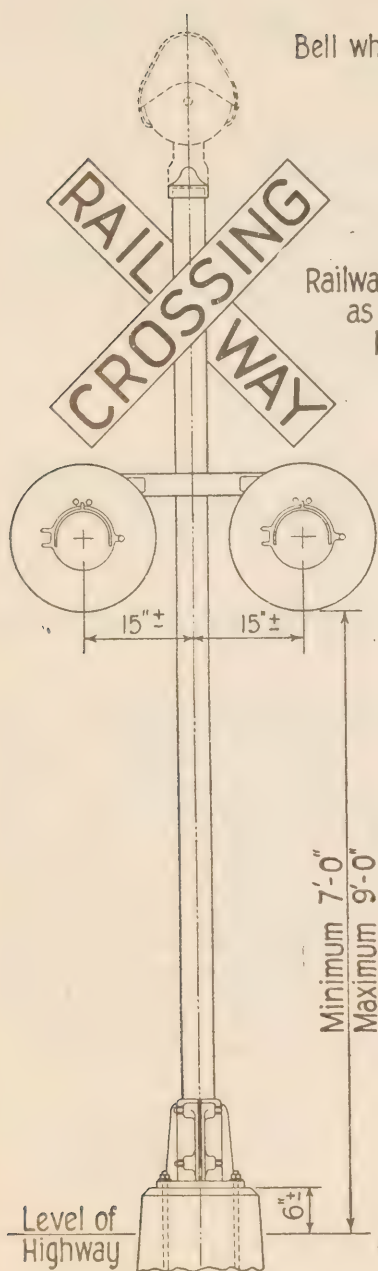
Lights shall flash alternately. The number of flashes of each light per minute shall be 30 minimum, 45 maximum. Lights shall be burned the same length of time. Total burning time of both lamps shall be practically the entire operating time.

## 8. Bell.

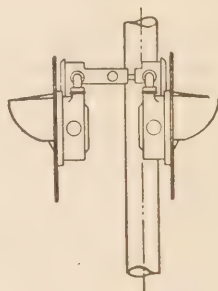
Bell shall be used when specified and shall be in accordance with A.A.R. Signal Section Specification No. 44.

9. Every highway crossing signal upon the line of any railway company subject to the legislative authority of the Parliament of Canada, installed for the purpose of protection, shall be efficiently maintained by the railway company upon whose line the protection is installed, and shall be inspected at frequent intervals, but the interval between such inspections shall not exceed a period of forty-eight hours, and the method of test shall be such as will indicate whether or not the signal is in good working order. If the highway crossing signal fails to operate, or operates continuously, a flagman shall be placed at such crossing at once, whose duty it shall be properly to protect the same until such highway crossing signal is repaired. Notice of such non-repair shall be given at once to the station agent nearest to such highway crossing signal, whose duty it shall be to report the matter at once to the department having charge of the operation and repair of such highway crossing signals.

J. A. CROSS,  
*Chief Commissioner.*



For Province of Quebec only



Side View of  
Light Units

# HIGHWAY GRADE CROSSING SIGNAL OF FLASHING LIGHT TYPE

APRIL 10, 1941.

## GENERAL ORDER No. 608

*In the matter of the General Order of the Board No. 598, dated 11th October, 1940, authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers.*

File No. 1717

FRIDAY, the 24th day of October, A.D. 1941.

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the application of the Railway Association of Canada for an Order amending the Regulations approved by the said General Order No. 598 to permit the re-use of single-trip containers; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding to paragraph 21-7 at the end thereof, following the words "initial shipment", the following words:—

"Provided that during the present emergency, and until further order of the Board, single-trip containers may be re-used for the shipment of such articles when so authorized by the Bureau of Explosives. Application for such re-use should be made to the Bureau of Explosives in the manner outlined in the Board's Circular Number 250, dated October 21st, 1941."

HUGH WARDROPE,  
*Assistant Chief Commissioner.*



## GENERAL ORDER No. 609

*In the matter of the General Order of the Board No. 598, dated 11th October, 1940, authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers:*

File No. 1717.87.9.

THURSDAY, the 6th day of November, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the application of the Department of Munitions and Supply for an Order amending the Regulations approved by the said General Order No. 598 to permit the shipment of flame float bombs packed in fibreboard boxes; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding to paragraph 119-2 at the end thereof the following words:—

“Until further ordered, flame floats for aircraft navigation, manufactured as per drawing No. D.D. (I) 7251B, dated May 1st, 1939, on file with the Board under file No. 1717.87.9, may be packed and shipped in corrugated fibreboard boxes of not less than 275 strength board for containers not over 40 pounds gross weight, and not less than 325 strength board for containers not over 55 pounds gross weight, with liners of the same material. Boxes to be fitted with partitions, and spring pads at each end.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 610

*In the matter of the application of the Inspection Board of United Kingdom and Canada for an order amending the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., to permit shipment of samples of cordite and nitrocellulose propellant for firing as cannon proof rounds to the extent of twenty pounds in each container, and five containers to one train:*

File No. 1717.12.3.

FRIDAY, the 7th day of November, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the consent of the Bureau of Explosives, the Railway Association of Canada, and the Express Traffic Association of Canada, and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph 26 7/8 of the said Regulations, at the end thereof, the following:—

“That during the present emergency and until further Order of the Board, samples of cannon proof rounds for testing purposes of cordite or nitrocellulose propellant may be handled by Express between the points designated below under the following conditions: viz., they must be packed in tightly closed metal cans or kegs not exceeding twenty pounds net weight of explosive each; packed in strong outside wooden boxes of lumber not less than one-half inch thickness. Not more than one can or keg may be shipped in one outside box, and not more than one hundred pounds net of such explosive may be shipped by Express on any one train between the following points only:—

De Salaberry and Valcartier  
De Salaberry and Ottawa  
Bouchard and Valcartier  
Cherrier and Valcartier  
Nobel and Valcartier  
Valcartier and Prince Rupert  
Valcartier and Halifax.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 611

*In the matter of the General Order of the Board No. 598, dated 11th October, 1940, authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers*

File No. 1717.88.1.

FRIDAY, the 14th day of November, A.D. 1941.

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the application of the Timber Controller, Department of Munitions and Supply, for an Order to amend the Regulations approved by the said General Order No. 598 to permit the use of  $\frac{3}{8}$ -inch three-ply fir plywood in place of  $\frac{5}{8}$ -inch lumber for boxes used under specification No. 14 for the shipping of munitions; upon reading the submissions of the Railway Association of Canada and the Bureau of Explosives, New York; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding to paragraph numbered 8 of Specification 14, at the end thereof, the following:—

“NOTE.—During the present war emergency and until further order of the Board, where for boxes constructed under this Specification the thickness of solid lumber for tops and bottoms is prescribed as  $\frac{5}{8}$ -inch, three-ply wood of  $\frac{3}{8}$ -inch thickness may be used.”

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 612

*In the matter of the effect of the rescission of Orders of the Board.*

File No. 43179.

SATURDAY, the 27th day of December, A.D. 1941.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

The Board in virtue of the provisions of the Railway Act and of The Transport Act, 1938, hereby makes the following rule:—

Where the Board rescinds any of its orders, then, unless the contrary intention appears, such rescission shall not revive any order of the Board not in force or existing at the time at which such rescission takes effect.

J. A. CROSS,  
*Chief Commissioner.*



OTTAWA, January 13th, 1941

## CIRCULAR No. 248R

*File 28638.2.485---re Board's General Orders Nos. 441, 591, 594 and 597 relating to the handling and storage of inflammable liquids and petroleum gases on and adjacent to Railway property.*

Under War conditions, all oil companies will in future be required to obtain a permit from the Oil Controller for any new or additional installation, and copy of such permit must accompany any application to the Board for approval of such installation. For your information, the name and address of the Oil Controller is as follows:—

“G. R. Cottrelle, Esq.,  
Oil Controller,  
25 King St. West,  
Toronto, Ontario.”

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*

OTTAWA, September 27th, 1941

## CIRCULAR No. 249R

*File 29231—Substitution of buffer cars when express or baggage cars are not used on passenger trains.*

It has come to the notice of the Board that in some cases the use of express or baggage cars on passenger trains has been dispensed with, resulting in coaches containing passengers, in such cases, being placed immediately behind the tender of the locomotive. In the opinion of the Board, this practice should be discontinued, and a buffer arranged for between the tender of the locomotive and the coaches carrying passengers.

All Railways under the jurisdiction of the Board will, therefore, kindly arrange accordingly.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*

OTTAWA, October 21st, 1941

## CIRCULAR No. 250

*File 1717—Re-use of single trip containers for shipment of dangerous articles.*

Conditions in the steel industry apparently show that there is now or likely to be a shortage of metal for the manufacture of metal barrels or drums. Users of these containers are now experiencing delays in delivery of orders.

Applications have been made for permission to use single trip containers for reshipment. The matter has been taken up with the I.C.C. and The Board of Transport Commissioners for Canada and the Bureau of Explosives has been authorized to permit the re-use of such containers that are in good condition and not liable to permit leakage of contents while in transportation.

It, therefore, is requested that application for re-use of such single trip containers for dangerous articles should be submitted to the Bureau and said applicant shall furnish the following information:—

1. Type of container (I.C.C. or C.R.C. Spec. No. and Capacity).
2. Ownership (your own, not junk yard purchases).
3. Material desired to be shipped.
4. Will you *test* all such containers for possible *leakage* before use?
5. Upon receipt of such a request, authority may be granted for the re-use of single trip containers which must be stencilled "AUTHORIZED FOR RE-USE BY BUREAU OF EXPLOSIVES".

This permission will only carry during the present emergency.

By Order of the Board,

P. F. BAILLARGEON,;

*Secretary.*

OTTAWA, December 13th, 1941.

## CIRCULAR No. 251R

*File 42344.3 In re Wartime Prices & Trade Board control over Transportation Charges and Services under P.C. No. 8527, of November 1st, 1941.*

With regard to competitive or seasonal freight rates; international freight rates from points in Canada to points in the United States; export and import freight rates; adjusted freight rates arising out of corrections in mileages, cancellation of obsolete rates, correction of tariff errors, etc.; passenger rates between points in Canada or from a point in Canada to a point in the United States; the Board directs that every tariff schedule hereafter filed which contains an increase in any such rates (or a change in any rule or regulation constituting an increased charge) shall be accompanied by a statement, in duplicate, giving the following information:

- (a) The C.T.C. No. of the tariff or Supplement No. thereto.
- (b) The effective date.
- (c) The commodity affected (if published under an Item No., proper reference thereto to be given). (Applicable only to freight rates).
- (d) The points from, to, or between which the rates apply.
- (e) Present and proposed rates.
- (f) Complete statement of reasons and justification for the change.

These statements (size not exceeding 8 by 11½ inches) shall be numbered consecutively in the upper right-hand corner for each tariff issuing office.

Such statement, in the case of competitive or seasonal rates which are advanced during the winter season, to also show a comparison between such advanced rates and those in effect during the same period of the preceding year, with reference, by C.T.C. No., to the tariff in which such latter rates were published.

Statements, in duplicate, containing all the foregoing information to be also furnished for each tariff schedule with respect to all such rates which were increased on December 1st, 1941, by reason of expiry date or otherwise; between that date and the present time; and also with respect to rates cancelled subsequent to the date hereof by reason of expiry date in tariffs. Such statements to show C.T.C. reference to the tariff schedules containing the old and new rates.

So far as concerns rates between Canadian points not falling within the categories above enumerated, as well as any charges for accessorial services, it is, of course, understood that such rates or charges shall not be in excess of the basis laid down in Order-in-Council, P.C. No. 8527, of November 1st, 1941.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*











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DOMINION OF CANADA

THIRTY-EIGHTH REPORT

OF THE

BOARD OF  
TRANSPORT COMMISSIONERS  
FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1942



OTTAWA  
EDMOND CLOUTIER  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1943

Price, 25 cents.







DOMINION OF CANADA

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1943

## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1942

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J. A. CROSS, K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary*

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# REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*to the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its thirty-Eighth Report for the year ended December 31, 1942.

Since the publication of the last report there have been no amendments to the Transport Act nor to the Railway Act.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1942, to December 31, 1942, the Board held 23 public sittings at which 46 applications were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	7
Quebec.....	8
Manitoba.....	1
Saskatchewan.....	0
Alberta.....	3
British Columbia.....	0
Nova Scotia.....	3
New Brunswick.....	0
Prince Edward Island.....	1
Total.....	23

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1,780 applications and complaints received and dealt with by the Board 41 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of a hearing, entail in many instances a considerable amount of inquiry and consultation on the part of the Board and its officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## TRANSPORT COMMISSIONERS OF CANADA

## APPEALS FROM RULINGS OF BOARD

There was one case referred by the Board to the Supreme Court of Canada for its opinion namely:—

File 43453—The question concerned the true interpretation of the Transport Act, and more particularly, the provision in subsection (13) of Section 35 of the said Act that on an application for the approval of an agreed charge. "The Board shall have regard to all considerations which appear to it to be relevant" and the restrictive effect, if any, of subsection (1) of Section 35 and other provisions of the said Act on the meaning of the words quoted.

There was one case carried in appeal to the Governor in Council namely:—

File 28420 Municipalities between Montreal and Valleyfield and other interests concerned, that Order No. 62062, be rescinded or to suspend the execution of such order until Sept. 1, 1942, in the matter of application of the New York Central Railroad for permission to discontinue trains Nos. 23, 25, 30, 31, 32 and 26 running between Malone and Valleyfield and Montreal.

There were no cases carried in appeal to the Supreme Court of Canada.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of Orders issued for the year ended December 31, 1942, was 1,410. The number of general circulars issued by the Board, directed to all the transport companies subject to its jurisdiction was 3. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are 21 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1942, will be found compiled under Appendix "E" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1942, was 1,780.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1942, was as follows:—

Freight tariffs, including supplements.....	42,106
Passenger tariffs, including supplements.....	8,110
Express tariffs, including supplements.....	531
Telephone tariffs, including supplements.....	917
Sleeping and parlour car tariffs, including supplements.....	36
Telegraph and Radio tariffs and supplements.....	44
Bridge tolls, including supplements.....	7
Air freight tariffs, including supplements.....	204
Air passenger tariffs, including supplements.....	778
Water freight tariffs, including supplements.....	73
Water passenger tariffs, including supplements.....	23
Agreed Charges tariffs.....	14
Total.....	52,843

The total number of tariffs filed from February 1, 1904, to December 31, 1942, was 2,184,250.

The details of the tariffs will be found under Appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1942, number 309 and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found the report of the Chief Engineer.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance, by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example, by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

## OPERATING DEPARTMENT

The following general matters were dealt with by the Operating Department of the Board during the year 1942.

General Railway Accidents (Including Highway Crossings).....	1,985
Highway crossing accidents.....	341
Motive Power reports.....	57,018
Locomotives inspected.....	6,057
Internal boiler inspections.....	332
Stationary boiler reports.....	3,412
Freight cars inspected.....	62,285
Passenger coaches inspected.....	4,499
Air reservoir reports.....	4,051
Inflammable liquid installations.....	140
Fires on forested territory.....	361
Acres of forested areas burnt.....	12,230
Fire guards plowed (miles).....	5,254
Regulations for the Transportation of Explosives and other Dangerous Articles both by freight and Express.	

The work of the Operating Department during the past year has been greatly increased due to the rapid expansion of war industries and consequent heavier shipments of explosives and other war supplies. In many instances has been necessary to amend existing Regulations and new Regulations and specifications have had to be drawn up and General Orders promulgated to enable the Railways to transport safely the many new and varied types of explosives and other dangerous articles brought into being by the necessities of war.

The number of accidents investigated totalled 1,985 involving 3,115 casualties, of which number 450 persons were killed and 2,665 injured, which is an increase over the previous year of 150 casualties.

Accidents at highway crossings for the year totalled 341, with 146 killed and 1,476 injured. Of this number 69 accidents occurred at crossings where there were protective devices, with the remaining 272 occurring at unprotected crossings.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.



361 fires attributed to railways are reported to have originated on 13,890 miles of line classified as forested territory. These fires burned 2,765 acres of young forest growth, 560 acres of merchantable timber, 1,151 acres of slashing or old burned lands not restocking, and 7,754 acres of non-forest lands.

Of this total, 133 fires burned less than one-fourth acre each; 183 fires burned over an area of one-fourth acre to ten acres each; and 45 fires burned over an area of more than 10 acres each.

The total area burned over was 12,230 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$4,994.00.

During the fire season of 1942, 4,414 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fire Guard Requirements the Railways constructed or maintained 5,254 miles of fire guards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1942, together with the number of Orders issued:—

Number of applications made.....	1,780
Number of filings received during the year.....	28,362
Number of outgoing letters during the year.....	19,516
Number of Orders issued during the year.....	1,410

## APPENDIX "A"

## REPORT OF THE DIRECTOR, TRAFFIC DEPARTMENT

For the year January 1st, to December 31st, 1942, both dates inclusive, the number of tariff or supplementary schedules filed with the Board was as follows:—

## TARIFFS AND SUPPLEMENTS FILED

Rail				Air		Water		Total
Freight	Agreed Charges	Passenger	Sleeping & Parlour Car	Freight	Passenger	Freight	Passenger	
42,106	14	8,110	36	204	778	73	23	51,344
Express		Telephone		Telegraph		International Bridge Tolls		
531		917		44		7		1,499
						Total all schedules..		52,843

## MARITIME ACCOUNTS—

Under the Maritime Freight Rates Act for the period from July, 1941, to June, 1942, inclusive, there were filed 19,193 abstract sheets, with an average of 74 rates per sheet, containing 1,420,282 rates and 710,141 extensions of charges and 19,193 columns of figures, all of which were checked. As a result of this check, 3,447 corrections were made. The total amount of reimbursement claimed by the railways was \$874,556.03 and the amount allowed was \$866,400.12 or a net deduction of \$8,295.91. During this period 183 Orders were issued approving tariffs or rates and certifying to the normal tolls.

## CORRESPONDENCE—

2,609 communications were made to carriers concerning complaints, proper interpretation of tariffs or classification and the filing of same; also concerning powers of attorney, concurrences, free or reduced transportation and administration of the Maritime Freight Rates Act. 1,405 memoranda and reports were made to the Board and 1,084 communications to others. The total communications was 5,098.

## ORDERS ISSUED—

During the year, apart from Orders issued pursuant to the Maritime Freight Rates Act, the following Orders were issued:—

Traffic	Air Licences	Water Licences	Agreed Charges	Telephone	Total
89	79	18	15	10	211

## AGREED CHARGES—(Part V, The Transport Act):—

Two new Agreed Charges were submitted for approval; 9 applications were received for fixing of similar charges to those contained in current Agreements; two Agreed Charge approval applications were denied. At December 31, 1942, 18 Agreed Charge tariffs were in effect covering the business of 11 shippers.

## AIR TRANSPORTATION LICENCES (Part III, The Transport Act)—

Four applications for new licences were granted. Nine licences were cancelled due to discontinuance of service or rearrangement of licensed points. At December 31, 1942, a total of 66 licences were in force, composed of 9 international between Canada and the United States, 6 interurban in Canada and 51 bush services in Northern Canada.

## WATER TRANSPORTATION LICENCES (Part II, The Transport Act)—

Eighteen licences were granted to 16 water carriers covering 118 ships on the Great Lakes and St. Lawrence River between Quebec City and the Head of the Lakes.

## MAXIMUM PRICE CONTROL—

Throughout the year this department cooperated fully with the Wartime Prices and Trade Board in the administration of the Price Ceiling regulations as they concern transportation and communication services.

W. E. CAMPBELL,  
*Director.*

OTTAWA, January 13, 1943.

APPENDIX "B"

OTTAWA, January 29, 1943.

P. F. BAILLARGEON, Esq.,  
Secretary, B.T.C.,  
Ottawa, Ont.

SIR,—I herewith submit Annual Report covering work of the Engineering Department during the Year 1942, in accordance with the statement attached.

D. G. KILBURN,  
*Chief Engineer.*



## ENGINEERING DEPARTMENT—ANNUAL REPORT, 1942

THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES.

Province	Highway Crossings Approved	Highway Crossings Closed	Branch Lines and Industrial Spurs	Bridges and Subways Approved for Construction	Approval of Operation over and under Bridges	Highway Diversions	Less than Standard Clearance	Abandonment of Railway Lines	Railway Connections	Interlocking Plants and Changes to Interlocking Plants and Signals	Operation through Interlocking Plants	Flashing Light Signals and Bells	Pedestrian Crossings and Bell Protection	Changes in (Operating Circuits of Wires and Flashing Light Signals	Establish Sight Lines at Highway Crossings	Electric Gates with Flashing Light Signals and Bells	Opening Railway Lines for Traffic	Water Pipes and Sewers under Railways	Mining Tunnels	Revised Location of Railway	Additional Viaducts	Changes in Operation of Drawbridge	Total
British Columbia.....	9	4	7	6	8	1	4	1	1	1													42
Alberta.....	19	5	17	12	12	1	1	1	1											3			72
Saskatchewan.....	13	2	1	3	8	1								1							1		30
Manitoba.....	13	4	8	7	13		2											1					48
Ontario.....	46	3	26	4	5		25		5	16	13	4	1	3	3			2					156
Quebec.....	33	4	23	9	18		9			13	4	9		3		1			1		1		128
New Brunswick.....	3	1	3				1												1			1	10
Nova Scotia.....	7		2				4					1											14
Prince Edward Island.....	1	1																					2
Total.....	144	24	87	41	64	3	46	2	7	30	17	14	1	7	3	1	2	3	3	1	1	1	502

In addition to the above, many applications and complaints were dealt with which could not be recommended for approval, and numerous inspections were made in connection with track conditions, safety at highway crossings, drainage and fencing, and conferences were attended in connection with engineering standards and practice.

D. G. KILBURN,  
Chief Engineer.

## APPENDIX "C"

OTTAWA, February 4, 1943.

P. F. BAILLARGEON, Esq.,  
 Secretary, Board of Transport Commissioners,  
 Ottawa, Ont.

DEAR SIR,—I submit for the Board's thirty-eighth report, the annual report for the Operating Department for the year ended December 31, 1942.

*Accidents—*

Total accidents.....	1,985
Total persons killed.....	450
Total persons injured.....	2,665

*Fatalities—*

Passengers.....	44
Employees.....	123
Trespassers and others.....	283
Total.....	450

*Injuries—*

Passengers.....	779
Employees.....	1,225
Trespassers and others.....	661
Total.....	2,665

*Highway Crossing Accidents—*

Accidents.....	341
Persons killed.....	146
Persons injured.....	476

*Motive Power—*

Number of Locomotives.....	4,712
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Stay Bolts, Washouts, Boilers and Appurtenances, etc.....	57,018

*Inspection of Motive Power—*

Locomotives inspected.....	6,057
Locomotives found defective.....	177
Defects.....	217

*Locomotive Boilers—*

(Applications for extension of time for removal of flues).	
Applications received from Railways.....	330
Internal inspections made.....	332
Applications granted.....	333
Applications refused.....	
Applications withdrawn or otherwise disposed of.....	11
Applications declined.....	

*Stationary Boilers—*

Number of stationary boilers.....	1,590
Inspection reports.....	3,412
Inspections made.....	576
Fire protective appliance inspection reports.....	1,726

*Safety Appliance and Equipment Inspections—*

Freight cars inspected.....	62,285
Passenger coaches inspected.....	4,499

*Inspection of Freight Cars for Correct Tare Weight—*

Number of cars inspected.....	19,170
Number of cars found overdue for weighing for tare.....	1,658

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 1,985 involving 3,115 casualties, of which number 450 persons were killed and 2,665 were injured. This is an increase over the previous year of 36 accidents, 31 killed and 119 injured.

For the year 1942, there were 114 trespassers killed and 130 injured.

Highway crossing accidents for the year numbered 341 resulting in 146 persons killed and 476 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1941.....	380	137	521
1942.....	341	146	476

Of these 341 accidents, 311 involved motor vehicles resulting in 136 deaths and injured 451. The remainder of the accidents, 30 involved horse-drawn vehicles, pedestrians, etc., and resulted in 10 deaths and injuries to 25 persons.

Of the 341 accidents at highway crossings, 197 occurred during the day time and 144 at night.

Accidents to the number of 102 were caused by motor vehicles running into the sides of trains at crossings, resulting in 22 persons being killed and 159 injured. Thirty-one of this class of accident occurred during the daytime, and 71 at night. The particulars of this class of accident are as follows:—

1942	Accidents	Killed	Injured
During daylight hours.....	31	10	45
During night hours.....	71	12	114
	<hr/> 102	<hr/> 22	<hr/> 159

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of the Railway Act in the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In connection with cars overdue for weighing for tare, it was found that out of 19,170 cars so inspected, 1,658 were found to be overdue. Attention of the railway was drawn to such cases, and cars were worked to a scaling point, weighted and restencilled.

## INSPECTION OF MOTIVE POWER

The inspection of locomotive and car equipment, it will be readily understood entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with Railway Companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

## LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 332 internal examinations of locomotives. 329 applications were granted the full period of time requested.

Upon examination, it was found that 4 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. 11 Applications were withdrawn, the others are pending.

Under General Order No. 473, Locomotive Boiler Inspection Order, 57,018 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 4,712 locomotives. In addition, there were received 1,726 reports of monthly inspections of fire protective appliances on portable boilers under General Order No. 548.

### INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 576 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified.

### STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 412 report forms of semi-annual and annual inspections were filed during the year, covering 1,590 stationary boilers. The checking and recording of the above-mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

### INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4,051 report forms of inspection were filed during the year, covering 4,126 air reservoirs. Attention is being given to the matter of regulating the system of filing reports and specification cards received from railway companies and the inspections made by our Mechanical Inspectors.

### INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

### FLAMMABLE LIQUIDS: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514, 530 and Circular No. 241, there were 140 applications made to the Board for approval of location of above installations and changes, which were investigated and disposed of.

The 140 applications approved covered 3 marine terminals, 8 pipe lines, 140 tank cars and 119 bulk storage and distribution plants covering the installation of some 201 storage tanks having a total capacity of approximately 6,387,400 gallons.

### REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT (RAIL) AND SPECIFICATIONS FOR SHIPPING CONTAINERS

The work of the Department in connection with the above Regulations has continued to expand due to the War Emergency. Amendments and additions to the Regulations and Specifications are constantly under review in order to meet the continually changing conditions.

During the year 1942 no accidents incidental to the transportation of explosives on the railways were reported.



# REGULATIONS FOR THE TRANSPORTATION BY EXPRESS (RAILWAY) OF ACIDS, INFLAMMABLES, OXIDIZING SUBSTANCES, SAMPLES OF EXPLOSIVES, ETC. AND SPECIFICATIONS FOR SHIPPING CONTAINERS

Under the requirements of General Order of the Board No. 296 and Order No. 53724 and amending Orders, a very considerable number of applications for transportation by Express of emergency shipments have been dealt with requiring the issuance of a number of Orders amending the Regulations and Specifications. A general revision of the Regulations and Specifications is now under review.

## RAILWAY FIRE PREVENTION

General Order of the Board No. 548, Sections 280 and 281 of the Railway Act.

## FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,890 miles are classified as traversing forested territory. During the fire season of 1942, railways are reported as having caused 361 fires in such territory. These fires burned over a total of 12,230 acres, with forest and other property loss valued at \$4,994.

Fires attributed to locomotives comprise 83.66 per cent of the total number of railway fires and these burned 72.35 per cent of the total area, causing 74.71 per cent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 16.34 per cent of the total number, 27.65 per cent of the area and 25.29 per cent of the total monetary loss.

All fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes total 506, burning an area of 14,849 acres of forest and non-forest land, with total estimated damage of \$6,662.

Forest valuations given above are based upon stumpage values.

## FIRE GUARD REQUIREMENTS

In accordance with Fire Guard Requirements, 5,254 miles of fire guard were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

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In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 276,835 miles by Officers of this Department.

Respectfully submitted,

C. C. STIBBARD,  
*Director of Operation.*

## PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1942

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....		6	3	48	1		24	4	54
Collision head-on.....		63	18	60			16	18	123
Collision rear-end.....	37	396	10	89			29	47	485
Collision in yard.....		2	1	13			9	1	15
Collision at Diamond Crossing.....		10		1			2		11
Collision with cars account open switch.....		14		4			3		18
Equipment struck in yard during switching or transfer movement.....		12	2	11			10	2	23
Deswiping.....		15	5	21			19	5	36
Public highway crossing protected by gates.....					2	7	6	2	7
Public highway crossing protected by Lightning Flash and Bell.....						2	2		2
Public highway crossing protected by Bell.....						21	11		21
Public highway crossing protected by Bell and Wigwag.....				3	25	61	44	25	64
Public highway crossing protected by Watchman.....				1		10	6		11
Public highway crossing unprotected.....		2	2	23	117	346	272	119	371
Private crossing.....		8		3	22	33	36	22	44
Expassing.....				1	114	129	242	114	130
Working on or about engine.....			1	49			48	1	49
Miscellaneous.....	1	13	3	98	1	30	140	5	141
Adjusting couplers, coupling and uncoupling.....			1	42			43	1	42
Run down by engine or car between stations.....			7	5			12	7	5
Accidents caused by hand car, motor or velocipede and car, motor car, velocipede struck by train.....			4	73			56	4	73
Run- awling under cars.....			10	24		1	28	10	25
Run- awling between cars, over couplers.....			2	4			6	2	4
Passing between cars, between couplers.....			3	11		1	15	3	12
Run- uck by engine or cars on adjoining track.....			1	14			15	1	14
Run- uck by switch stand, water spout, mail crane, or other projection.....	1			22		1	24	1	23
Run- ashed between cars and building, lumber piles.....				1			1		1
Run- ting on and off passenger train.....	3	79		1			79	3	80
Run- ired when taking coal : water.....				11			11		11
Run- ck slides, or other obstructions on track.....				10			5		10
Run- igh coupling.....		6	1	73		9	77	1	88
Run- ing on pilot or foot- board of engine.....			2	19			21	2	19
Run- structions, overhead and on ground.....				5			5		5
Run- ing off top of car.....			3	29			32	3	29
Run- ing between cars.....			1	3			4	1	3
Run- lication and handling air brakes, stopping trains, etc.....		19		84		2	87		105
Run- mployees getting off train in motion.....			2	64			66	2	64
Run- mployees boarding train motion.....			1	47		1	49	1	48

## TRANSPORT COMMISSIONERS OF CANADA

PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1942—*Concluded*

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Accidents	Killed	Injured
Slipped on ice.....				15			15		1
Door closing and other minor accidents in baggage cars and coaches...		116		34		3	151		15
Run down by engine or cars at stations or in yards.....			29	58	1	1	85	30	5
Caught in frog, guard rail or switch rod.....				1			1		
Caught by engine or car while throwing switch...				1			1		
Falling off side and end ladders of car.....			2	50			52	2	5
While working hand brake				40		1	40		4
Handling freight and baggage.....				7			7		
Loading and unloading O.C.S. material.....				11		1	12		1
Work train equipment, coal chutes and water tanks.....			3	10			11	3	1
Cars moved while being loaded or unloaded.....						1	1		
Carmen working on or under cars on running track when moved.....				2			2		
Coupling and uncoupling hose.....			2	8			10	2	
Turning angle-cock.....				3			3		
Coach window falling.....		5					5		
Loads shifting in transit or switching.....				5			5		
Falling or jumping off passenger train between stations.....	2	13	2	5			22	4	1
Cars running away; not under control.....			1	4			4	1	
Washout.....			1	2			1	1	
	44	779	123	1,225	283	661	1,985	450	2,661

## CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1942

## MOTOR VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	131	69	1
Night hours.....	63	43	
Total.....	194	112	2

## HORSE-DRAWN OR OTHER VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	7	4	
Night hours.....	2		
Total.....	9	4	

## PEDESTRIANS STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight hours.....	14	2	12
Night hours.....	7	4	3
Total.....	21	6	15

## MOTOR VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight hours.....	31	10	45
Night hours.....	71	12	114
Total.....	102	22	159

## ACCIDENTS IN WHICH RAILWAY TRACK CARS INVOLVED

	Accidents	Killed	Injured
Daylight hours.....	14	2	25
Night hours.....	1		1
Total.....	15	2	26

## TOTAL NUMBER OF ACCIDENTS

	Accidents	Killed	Injured
Daylight hours.....	197	87	263
Night hours.....	144	59	213
Grand Total.....	341	146	476

Number of accidents which occurred at crossings protected by gates.....	6
Number of accidents which occurred at crossings protected by lightning flash and bell.....	2
Number of accidents which occurred at crossings protected by bell.....	11
Number of accidents which occurred at crossings protected by bell and wigwag...	44
Number of accidents which occurred at crossings protected by watchman.....	6
Number of accidents which occurred at crossings unprotected.....	272
Total.....	341



## TRANSPORT COMMISSIONERS OF CANADA

NUMBER OF LOCOMOTIVES INSPECTED, AND NUMBER OF DEFECTS ON RAILWAYS,  
FOR THE YEAR ENDED DECEMBER 31, 1942

Classification	Total Defects
Blow-off cocks.....	2
Brake equipment.....	2
Cab aprons or decks.....	1
Cab cards.....	1
Coupling or uncoupling devices.....	22
Domes or dome caps.....	1
Draft gear.....	8
Draw gear.....	3
Driving boxes, shoes, wedges or pedestals.....	2
Gauges, steam.....	1
Gauge cocks.....	6
Handholds.....	18
Injectors and connections.....	10
Inspections or tests not made as required.....	3
Lubricators and appurtenances.....	1
Pilot or pilot beams.....	1
Rods, main and side, crank pins or collars.....	1
Sanders.....	2
Springs or spring rigging.....	1
Staybolts.....	1
Steam pipes.....	2
Steps.....	18
Trucks, engine.....	1
Trucks, tender.....	3
Washout plugs.....	4
Water glass, fittings or shields.....	19
Wheels.....	5
Miscellaneous.....	6
Fire protective appliances.....	72
Total Defects.....	217

	Locomotives Inspected
Canadian National.....	3,385
Canadian Pacific.....	2,083
Miscellaneous.....	589
Total.....	6,057

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	30	44	17	17	4	3	6	.....	.....	121
Locomotive, Class B fires.....	36	33	14	28	18	6	7	.....	.....	146
Locomotive, Class C fires.....	14	10	2	4	2	.....	3	1	3	35
Employees, Class A fires.....	3	.....	.....	6	1	1	.....	.....	.....	12
Employees, Class B fires.....	7	3	2	13	9	.....	2	.....	1	37
Employees, Class C fires.....	1	2	.....	3	4	.....	.....	.....	.....	10
Total, Class A fires.....	33	44	.....	23	5	4	6	.....	.....	133
Total, Class B fires.....	43	36	17	23	27	6	9	1	.....	183
Total, Class C fires.....	15	12	2	7	6	.....	3	.....	4	45
Total, all railway fires.....	91	92	35	71	38	10	18	1	5	361
<i>Areas burned (acres)—</i>										
Young forest growth.....	927	23	6	1,034	766	.....	.....	.....	9	2,765
Merchantable timber.....	75	74	1	157	247	6	.....	.....	.....	560
Slashing or old burn.....	419	49	50	30	597	.....	5	.....	1	1,151
Other classes of land.....	3,112	1,901	41	1,825	296	11	556	2	10	7,754
Total.....	4,533	2,047	98	3,046	1,906	17	561	2	20	12,230
<i>Value of property destroyed—</i>										
Young forest growth.....	277	186	192	650	830	.....	.....	.....	5	2,140
Standing timber.....	301	20	50	348	514	.....	.....	.....	.....	1,233
Forest products.....	7	.....	125	.....	.....	.....	.....	.....	.....	1,132
Other property.....	26	1,205	5	114	139	.....	.....	.....	.....	1,489
Total.....	611	1,411	372	1,112	1,433	.....	.....	.....	5	4,994

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt &amp; Nanaimo Railway.

(c) Includes Maritime Coal, Railway &amp; Power, Nipissing Central, Sydney &amp; Louisburg &amp; Temiscouata Railways.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT SHOWING TOTAL NUMBER OF APPLICATIONS MADE TO THE BOARD UNDER THE VARIOUS SECTIONS OF THE RAILWAY ACT, ALSO COMPLAINTS AND REPORTS FILED, FOR THE YEAR ENDED DECEMBER 31, 1942

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....							1				5		7
Rules and regulations, Secs. 34, 281.....		1									1		1
Appeals to the S. C. & G.-in-C., Secs. 151, 153.....					1								1
Traffic Agreements, Sec. 154.....							1						1
Deviations, changes and removals, Sec. 165A.....							1						1
Removal of Stations, Sec. 179.....	1	1		3		1		1	2		2		11
Branch line, Secs. 180, 187.....	3	1	6	7	6	14	11	9	11	6	6	3	83
Removal industrial spurs, Secs. 187, 398.....	1							1				2	4
Station buildings, Sec. 188.....			5	1	1	6	4	3		1	2		25
Station Agents, Sec. 188.....	2	1		2	5		3	1					14
Station Accommodation, Sec. 188.....					1		1		2		1	1	6
Operation of trains over sidings, Sec. 193.....	1					1	1	1					4
Leave to take additional lands, Sec. 200.....											1		1
Construction of works in navigable waters, S. 248.....							1	2					3
Viaducts, Secs. 249, 251.....			1		2		1		1				2
Stations, freight sheds destroyed by fire.....													3
Subways, Secs. 249, 251.....		3		1	2								5
Bridges, Secs. 249, 251.....	7	5	4	1	2	16	12	23					10
Clearances, Secs. 250, 251.....	6	3	1	5	3	5	10					3	5
Interlocking appliances, Secs. 252, 254.....	2												2
By-laws crossings and junctions, Secs. 252, 254.....													10
Highway crossings, Sec. 250.....													93
Protection at crossings, Sec. 257.....	8	5	11	16	1	8	14	11	14	19	13	1	47
Railway Grade Crossing Fund, Sec. 262.....	14	8	7	8	9	7	7	3	6	12	10	14	105
Ditches, drains, Sec. 268.....	2	1									1		1
Culverts, Sec. 269.....	1												5
Sewers, Sec. 269.....			1	1						1			2
Water pipes, Sec. 269.....					1			1					2
Farm and Private crossings, Secs. 272, 273.....					1	1	3		1	1			7
Cattle guards, cattle pass, Secs. 274.....		1		1			3		4	1			10
Opening of railway, Secs. 276, 277.....			2										2
Investigations submitted, Sec. 285.....	72	48	57	63	38	36	50	47	50	54	59	48	622
*Accident reports.....	(156	166	194	141	147	153	163	187	178	201	153	186	1,985)
By-laws, rules and regulations of Cos., Sec. 290.....													1
Adjustment in rates.....		1	3	3	4	1	1		1	1	2	2	15
Train service, Secs. 302, 304.....		3	1	4		1	1		1	4			23
Precautions at swing bridge, Sec. 305.....													1
Whistling by locomotives, Sec. 308.....													2
Accommodation for traffic, Secs. 312, 313.....			2	1	1	1	1	1		1	1	2	11
Inter-switching, Secs. 316, 317.....													1
Freight classification, Sec. 322.....		1											1
Filing of tariffs, Secs. 323, 327.....	5	4	9	7	2	5	1	2	5	1	5	7	44

	155	128	146	169	135	133	163	197	142	149	142	121	1,780
Reduced rates, free transportation, Secs. 345, 6.												1	1
Contracts limiting carriers liability, Sec. 348.			1							2		1	1
Dangerous commodities, Secs. 349, 350.		3	3	2			1	3		1	8	6	31
Carriage by express, Sec. 364.	3	5	2			3	1	4		1	3	2	31
Power wire crossing, Sec. 372.				1								1	1
Tel. and Telg. poles along highways, Sec. 373.													1
Fencing of right-of-way, Sec. 374.												1	32
Telephone agreements, Sec. 375.			1	3		3		5		4	2	2	32
Gasoline tanks	3	2	5	4		7	4	1		3	2	3	36
Telephone tolls and service, Sec. 375.	4	11	8	17		16		5		14	5	5	166
Complaints	1		1									7	3
Statistics and returns, Secs. 379, 384.	8	10	2	7		6	7	14		8	2	4	83
Requests	2		1	1			1						2
Enquiries		2	1	1		1		2		1			10
Miscellaneous	3	1	2			1		1			2		9
Licences aircraft, Sec. 35 (T.A.)		3	1	1		1				4	1		15
Transp. only by licensed aircraft, Sec. 14 T.A.													2
Rules and regulations (Air Service)				1									2
Licences water transport, Sec. 13.			1					1		1			1
Standard Good Tariffs, Sec. 21 (W.T.)			4	1									3
Agreed Charges, Sec. 35												1	1
Disallowance of tariffs, Sec. 26.	1	1						1		2	1	3	7
Special Tariffs, Sec. 22 T.A.												1	1
Total	155	128	146	169	135	133	163	197	142	149	142	121	1,780

\*Total accident reports received in the Operating Department.



## APPENDIX "E"

## GENERAL ORDER No. 613

*In the matter of the General Order of the Board No. 598, dated 11th October, 1940 authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers:*

File No. 1717.1.14

MONDAY, the 19th day of January, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon the application of the Department of National Defence, Air Service for an Order to amend the Regulations approved by the said General Order No. 598 to permit the use of steel cylinders for the shipping of oxygen; upon the consent of The Railway Association of Canada; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding after paragraph numbered 208B the following:—

"208C. Steel cylinders manufactured in the United Kingdom and the United States of America in accordance with British Specifications for such cylinders, identified as M.K.V.\* and measuring fifteen (15) inches in length by seven (7) inches in diameter, the property of the Department of National Defence, Air Service, may be filled with compressed oxygen gas and accepted for transportation by freight, without safety valves, provided the filling density of such cylinders does not exceed the filling density of C.R.C. Specification for cylinders of similar construction and capacity and that they be packed six (6) cylinders in one outside wooden container complete with fittings."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 614

*the matter of the application of Defence Industries Limited for an order amending the General Order of the Board No. 610 dated November 7th, 1941, which amends paragraph 26 7/8 of the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., by permitting the shipment of samples of cordite and nitrocellulose propellant for firing as cannon proof rounds to the extent of twenty pounds in each container and five containers to one train.*

File No. 1717.12.3

SATURDAY, the 14th day of February, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon the consents of The Express Traffic Association of Canada and The Railway Association of Canada, filed; and upon the report and recommendation of the Director of Operation of the Board—

It is ordered that the said General Order No. 610, dated November 7th, 1941, be, and it is hereby, amended by inserting the following words after the words, "Valcartier and Halifax," in the last line of the Order, namely:—

"Nobel and De Salaberry  
 " " Ottawa  
 " " Prince Rupert  
 " " Halifax  
 " " Hamilton  
 " " Bouchard  
 " " Cherrier  
 Pickering and Valcartier."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 615

*In the matter of the General Order of the Board No. 598, dated October 11, 1941, approving the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers.*

File No. 1717.9

FRIDAY, the 20th day of February, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the application of The Railway Association of Canada for an Order to amend the regulations approved by the said General Order No. 598 to permit the substitution of 16-gauge material in the manufacture of 46-gallon drums for the 15-gauge now required, also to manufacture the drums with rolled-in hoops instead of "U" type hoops as presently required under Specification 5 upon the consent of the Bureau of Explosives, filed; and upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding after Note 1 at the end of the paragraph numbered 7 in Specification 5, page 86, the following:—

"NOTE 2: During the present emergency and until further order of the Board, steel drums of 46 gallons capacity may be made of 16-gauge material and with rolled-in hoops instead of 'U' type hoops."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 616

on the matter of the applications of the United States and Canadian carriers regarding freight tariffs filed with the Board covering traffic between points in Canada and points in the United States, between points in the United States through Canada, import and export traffic between Canadian and United States ports and stations in Canada, and traffic between points in Canada and Canadian ports destined to or from Newfoundland.

File No. 42344.7

THURSDAY, the 5th day of March, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Whereas the Interstate Commerce Commission, in Ex Parte No. 148, by its order dated Washington, D.C., March 2nd, 1942, has granted carriers operating in the United States of America certain increases in rates and charges, including international rates so far as they are subject to the jurisdiction of said Commission;

And whereas the United States and Canadian carriers have made application to increase their rates and charges between points in Canada and points in the United States, also import and export rates, between Canadian points and Canadian Atlantic or Pacific ports, to the extent set forth in the Order of the Interstate Commerce Commission;

And whereas the applicants have also requested authority to make the said rates effective on 10 days' notice after the filing thereof with the Board, in respect of the rates referred to in preceding paragraph hereof as well as in respect of the rates applying on traffic carried between points in the United States through Canada;

And whereas it is deemed by the Board to be expedient in the public interest that the continuity of joint through rates from points in the United States to points in Canada, and vice versa, should be preserved—

Therefore, in pursuance of the powers conferred upon it by Section 325 of the Railway Act, and of all other powers possessed by the Board in that behalf—

is ordered:

1. That the proportions of through rates and charges between the United States and Canada, in both directions, in effect on the date of this Order, running within Canada, may be increased to the extent that the through rates and charges shall conform to the increases authorized by the said Order of the Interstate Commerce Commission, except as set out in paragraph numbered 2.

2. That rates on newsprint paper from Canadian basic groups may be increased by the increase set forth in the Order of the Interstate Commerce



Commission, but the arbitraries are not to be increased from points taking arbitrary differentials over the basic groups as set forth in Order No. 50913, dated April 5th, 1934.

3. That no advances in import and export rates between Canadian points and Canadian Atlantic or Pacific ports and furtherance rates on traffic between points in Canada and Canadian ports destined to or from Newfoundland are authorized pending hearing and further Order of the Board.

4. That, with respect to rates on coal and coke, which are constructed by means of combinations on International Boundary points, only one increase, to the extent permitted by the Interstate Commerce Commission, is to be made on the total combination rate.

5. That the rates and charges increased under the provisions of Sections 1 and 2 hereof, as well as rates applying on traffic carried between points in the United States through Canada, may be published and filed to become effective 10 days after the filing thereof with the Board, but not earlier than March 18th, 1942.

6. That, with respect to tariff schedules filed giving effect to changes in rates herein authorized, it will be unnecessary to observe the provisions of the Board's Circular No. 223 as to volume of supplementary matter, form of tariffs and supplements, etc.

7. That the resulting rates in all respects shall be subject to complaint and investigation and determination as to the lawfulness of schedules, rates or charges, as provided by the Railway Act.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 617

on the matter of rules and regulations governing the construction and filing of freight and passenger schedules with the Board, approved under General Order No. 479, dated 28th June, 1929, as amended by General Order No. 497, dated 1st April, 1932, General Order No. 585, dated 27th March, 1939, and General Order No. 593, dated 24th October, 1939.

File No. 606

FRIDAY, the 13th day of March, A.D. 1942

J. A. CROSS, K.C., *Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

In pursuance of the powers expressly conferred under Part I of The Transport Act, 1938, Sections 324, 325, and 332 of the Railway Act, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the regulations as contained in Circular No. 223 governing the construction and filing of freight and passenger schedules with the Board be amended as and from the date of this Order as follows:—

1. Rule 2 is amended by adding thereto the following paragraph:—

“Pursuant to Section 3 (2) of The Transport Act, 1938, the Board construes the term ‘points which are not competitive,’ as used herein, to be ‘points which are not competitive with carriers subject to the Board’s jurisdiction.’”

2. Rule 4 is amended by striking out the present rule and substituting therefor the following:—

“4. (a) Competitive rates which, owing to the exigencies of competition of transportation services not subject to the Board’s jurisdiction, are urgently required to be brought into immediate effect without previous notice to the Board, may be acted upon before filing with the Board, but the company must forthwith file a tariff schedule (*see* Rule 35) effective as from the date of movement of the traffic. The filing advice covering such tariff schedule shall be accompanied by a clear statement of the reasons for such publication, together with the name of the party for whom the rate was made, the rate and name of the carrier with whom competing, the rate which would otherwise apply in the absence of such publication, and such other information as will satisfy the Board as to the bona fides of the action taken. Rates so made under this authority may be issued to expire on any date subsequent to the effective date thereof, provided that such expiry date is shown in the tariff schedule (*see* Rule 35) when published.

“(b) Competitive tariff schedules (*see* Rule 35) to apply between common points of carriers subject to the Board’s jurisdiction may be filed without prior notice where such action is to equalize existing rates of competing route (subject to recognized differentials, if any, between rail and water carriers), but the filing advice shall be accompanied by a clear statement of the necessity for such action, together with detailed reference to rate and tariff authority of the existing published rate of the other carrier or carriers.

"(c) In all other respects the filing or publication of competitive tariff schedules shall, except under authority of the Board, be subject to the same provisions as govern special tariffs.

"(d) For the purposes of this rule, a 'tariff schedule' shall be deemed to include a tariff or a supplement or revised page thereto."

3. Rule 13 is amended by striking out the present rule and substituting therefor the following:—

"13. Unless shown in individual rate tariffs affected thereby, each carrier shall publish and file, under proper C.T.C. numbers, separate tariffs which shall contain, in clear and specific form and terms, all the charges for special services not directly a part of the transportation covered by the line haul rates, together with rules governing, such as switching, icing, storage, elevation, cartage, loading or unloading, etc., also absorptions and allowances which in any way increase or decrease the amount to be paid on any shipment, or which increase or decrease the value to the shipper.

"Where the charges, as herein described, are published in separate tariffs, reference thereto shall be made in tariffs containing rates affected thereby."

4. Rule 17 is amended by striking out the present rule and substituting therefor the following:—

"17. (a) A tariff of four pages or less can have no supplement except for purpose of cancellation, and the following note shall be printed in the upper margin of such tariffs: 'No supplement will be issued to this tariff except for purpose of cancellation.' Subject to the provisions of paragraph (b), larger tariffs may have the following effective supplements: Tariffs of 5 to 16 pages, one supplement; over 16 to 80 pages, two supplements; over 80 to 200 pages, three supplements; over 200 pages, four supplements.

"(b) One additional supplement to those prescribed in paragraph (a), containing not more than four pages, may be issued to a tariff on file, upon the condition that—

1. The smallest supplement to any tariff supplemented hereunder must contain four or more pages.

2. The matter contained in the additional supplement, if at the time effective, shall be carried forward and reissued in the next regular supplement.

3. The title page of such additional supplement shall contain the following:—

'Issued under permission of Rule 17 (b) of Circular 223 of The Board of Transport Commissioners for Canada.'

"(c) If, under emergency conditions, supplements in excess of those authorized by paragraphs (a) and (b) are required to be issued, an application must be made to the Director, Traffic Department of the Board, for each such supplement, stating the reasons therefor, the C.T.C. and supplement number, and the number of pages to be contained therein. A Special Permission number will be assigned to each such supplement which can be used only once, and must be shown on the title page thereof in the following manner:—

'This additional supplement issued under Special Permission No.....dated.....of The Board of Transport Commissioners for Canada.'

The matter contained in such additional supplement, if at the time effective, shall be carried forward and reissued in the next regular supplement.

“(d) Pages of loose leaf tariffs shall be printed on one side only, shall be consecutively numbered, and designated as original page 1, original page 2, etc. Each page shall show at the top the name of the issuing carrier or agent, the C.T.C. number, and the page number. At the bottom of the page shall be shown the date of issue, the effective date, and name of issuing officer or agent.

“(e) Changes in loose leaf tariffs shall be made by reprinting the page, which shall be designated as, ‘first revised page 1 cancels original page 1,’ or, ‘second revised page 1 cancels first revised page 1,’ etc.”

5. Rule 23 is amended by adding thereto the following paragraph:—

“When tariffs, or rates and charges in tariffs, expire by limitation on a certain date and new schedules are filed to take effect immediately following the date of expiry of the former tariff, rate, or charges, no lapse of time occurs between the two publications, and the new schedule must indicate by appropriate symbol the actual change in rate or charges made from the previous publication. Schedules which do not strictly conform to this requirement will be subject to rejection.”

6. Rule 31 is amended by striking out the present rule and substituting therefor the following:—

“31. (a) Except under authority of the Board, no rate published in special freight rate tariffs (local or joint) under the provisions of Section 331 of the Railway Act, may be increased until it has been in force at least thirty days. Special tariffs may be issued to expire on a named date, but such date must not be less than thirty days after the effective date.

“(b) If a special freight tariff is filed on statutory notice cancelling another special tariff and, after such filing and prior to the effective date of the new tariff, a supplement to the tariff to be cancelled should be lawfully issued, rates in such supplement could not be continued in effect for thirty days for the reason that cancellation of the tariff also cancels supplements thereto. In such cases, supplements containing changes not included in the tariff that is to become effective shall be issued to both tariffs, and shall contain no other matter than the rates sought to be made effective, and will be exempted from the provisions of Rule 17.”

7. Rule 35 is amended by striking out the present rule and substituting herefor the following:—

“35. (a) The Railway Act contemplates but three kinds of freight tariffs, i.e., (1) Standard, (2) Special, (3) Competitive. It is well recognized that Special and Competitive tariffs as defined in the Act contain generally the working rates, but the practice has sprung up in recent years of publishing additional competitive tariffs of a sub-normal character in a variety of separate tariffs, many of which are single-sheet issues, which renders the task of ascertaining rates much more difficult.

“(b) Hereafter, carriers are required to confine in their C.T.C. series tariff publication of sub-normal rates to, (1) amendments to normal, special, or competitive tariffs, or (2) one general tariff in which shall be contained all of such rates. Tariffs presently in force which are contrary to the foregoing may be allowed to expire as of the date therein indicated, but subsequent issues must be in accordance with the requirements stated



herein. No other single tariff will be accepted for filing containing sub-normal tolls.

"(c) All tariffs publishing rates which are to be in effect for specific periods of the year shall contain in the one publication the rates for each period of the year: Provided that if at a certain period of the year rates are to be found in another tariff, reference to such tariff by C.T.C. number must be shown. All changes in such rates are to be accomplished in accordance with the provisions of the Board's tariff rules and whatever special instructions may be made from time to time."

*And it is further ordered:* That General Order No. 497, dated the 1st April, 1932; General Order No. 585, dated the 27th March, 1939; and General Order No. 593, dated the 24th October, 1939, be, and they are hereby, rescinded as and from the date of this General Order.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 618

*In the matter of regulations governing the construction and filing of freight tariffs with the Board for transportation by water, approved by General Order No. 583, dated 24th February, 1939, as amended by General Order No. 586, dated 27th March, 1939.*

File No. 42082

FRIDAY, the 13th day of March, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers expressly conferred under Parts I and IV of The Transport Act, 1938, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the regulations attached to and approved by General Order No. 583, dated the 24th February, 1939, governing the construction and filing of freight tariffs for transportation by water, be amended as and from the date of this Order as follows:—

1. Rule 7 is amended by striking out the present rule and substituting therefor the following:—

“7. Freight tariffs and supplements other than standard tariffs (*see* Rule 17) shall be filed to be effective on thirty days' notice for advances in rates and three days' notice for reductions in rates. If departure from this rule is desired, an application by letter or telegram shall be addressed to the Director, Traffic Department. The Board of Transport Commissioners for Canada, Ottawa, and shall contain an explanation of the changes to be made and the reasons therefor. A special permission number will be assigned to any application granted, which number shall be shown in connection with any changes made in the tariff concerned in the following manner:—

‘Issued on . . . . . days' notice, under Special Permission No. . . . . dated . . . . . of The Board of Transport Commissioners for Canada.’ ”

2. Rule 12 is amended by adding thereto the following paragraph:—

“When tariffs, or rates and charges in tariffs, expire by limitation on a certain date and new schedules are filed to take effect immediately following the date of expiry of the former tariff, rate, or charges, no lapse of time occurs between the two publications, and the new schedule must indicate by appropriate symbol the actual change in rate or charges made from the previous publication. Schedules which do not strictly conform to this requirement will be subject to rejection.”

3. Rule 18 is amended by adding thereto the following paragraph:—

“Pursuant to Section 3 (2) of The Transport Act, 1938, the Board construes the term, ‘points which are not competitive,’ as used herein, to be, ‘points which are not competitive with carriers subject to the Board’s jurisdiction.’ ”

## 4. Rule 27 is added as follows:—

"27. (a) Notwithstanding anything otherwise contained in Rule 7 hereof, competitive rates which, owing to the exigencies of competition of transportation services not subject to the Board's jurisdiction, are urgently required to be brought into immediate effect without previous notice to the Board, may be acted upon before filing with the Board; but the licensee must forthwith file a tariff schedule (*see* Rule 28) effective as from the date of movement of the traffic. The filing advice covering such tariff schedule shall be accompanied by a clear statement of the reasons for such publication, together with the name of the party for whom the rate was made, the rate and name of the carrier with whom competing, the rate which would otherwise apply in the absence of such publication, and such other information as will satisfy the Board as to the bona fides of the action taken. Rates so made under this authority may be issued to expire on any date subsequent to the effective date thereof, provided that such expiry date is shown on the tariff schedule (*see* Rule 28) when published.

"(b) Competitive tariff schedules (*see* Rule 28) to apply between common points of carriers subject to the Board's jurisdiction may be filed without prior notice where such action is to equalize existing rates of a competing route (subject to recognized differentials, if any, between rail and water carriers); but the filing advice shall be accompanied by a clear statement of the necessity for such action, together with detailed reference to the rate and tariff authority of the existing published rate of the other carrier or carriers.

"(c) In all other respects competitive tariff schedules shall be filed in accordance with the provisions of Rule 7.

"(d) For the purpose of this rule a 'tariff schedule' shall be deemed to include a tariff, or a supplement, or a revised page thereto."

## 5. Rule 28 is added thereto as follows:—

"28. (a) The Transport Act contemplates but three kinds of freight tariffs, i.e., (1) Standard, (2) Special, (3) Competitive. It is well recognized that Special and Competitive tariffs as defined in the Act contain the working rates, but additional competitive tolls of a sub-normal character are also published in a variety of tariffs, many of which are single-sheet issues which renders the task of ascertaining rates much more difficult.

"(b) Hereafter, carriers are required to confine, in their C.T.C. series, tariff publication of sub-normal rates to (1) amendments to normal, special, or competitive tariffs, or (2) one general tariff in which shall be contained all such rates. No other single tariff will be accepted for filing containing sub-normal tolls.

"(c) All tariffs of water carriers shall hereafter be continued in effect for each season of open navigation. The practice of naming tolls for one season of navigation shall be discontinued forthwith, and hereafter the provisions of Rule 19 shall apply.

"(d) All changes in tolls shall be accomplished in accordance with the provisions of the Board's tariff rules and whatever special instructions may be made from time to time."

And it is further ordered: That General Order No. 586, dated the 27th March, 1939, be, and it is hereby, rescinded as and from the date of this General Order.

J. A. CROSS,  
Chief Commissioner.

## GENERAL ORDER No. 619

in the matter of the General Order of the Board No. 610, dated 7th November, 1941, as amended by General Order No. 614, dated 14th February, 1942, amending paragraph 26 7/8 of the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., by permitting the shipment of samples of cordite and nitrocellulose propellant for firing as cannon proof rounds to the extent of twenty pounds in each container and five containers to one train;

and in the matter of the application of the Inspection Board of the United Kingdom and Canada for an Order further amending the said General Order No. 610:

File No. 1717.12.3.

SATURDAY, the 21st day of March, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Upon the consents of The Express Traffic Association of Canada and The Railway Association of Canada, filed; and upon the report and recommendation of the Director of Operation of the Board—

It is ordered that the said General Order No. 614 be, and it is hereby, amended by inserting the following words after the words, "Pickering and Valcartier," in the last line of the Order, namely:—

"Oshawa and Valcartier

Transcona and Valcartier."

J. A. CROSS,

*Chief Commissioner.*



## GENERAL ORDER No. 620

*In the matter of proposed amendment to the Regulations for the transportation by express of acids, inflammables, oxidizing substances, samples of explosives, etc., so as to permit international shipments of samples of cordite or nitrocellulose propellant for firing as cannon proof rounds the extent of twenty pounds in each container and six such containers on any one train.*

File No. 1717.12.3

WEDNESDAY, the 15th day of April, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading the submissions filed on behalf of The Express Traffic Association of Canada and the consent of the Bureau of Explosives and The Railway Association of Canada, filed; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered that the said Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph 26 7/8 of the said Regulations at the end thereof, the following:—*

“That, during the present war emergency and until further Order of the Board, international shipments of samples of smokeless powder, cordite, or nitrocellulose propellant may be handled by express from points on the United States-Canadian boundary to Valcartier, Quebec, subject to and upon the following conditions, namely:—

- (a) They must be packed in tightly closed metal cans or kegs not exceeding twenty pounds net weight of explosive each;
- (b) They must be packed in strong outside wooden boxes of lumber not less than one-half inch in thickness; and
- (c) Not more than six cans or kegs may be shipped in one outside box and not more than one hundred and twenty pounds net of such explosive may be shipped by express on any one train.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 621

*the matter of the application of L'Air Liquide Society and Wall Chemicals Canadian Corporation Limited for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, as approved by General Order No. 598 dated October 11, 1940, as amended, so as to permit 3A cylinders to be charged with compressed gases other than liquefied or dissolved gases to a pressure of 10 per cent in excess of their marked service pressure:*

File No. 1717.94

SATURDAY, the 11th day of April, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the consents of the Bureau of Explosives and of The Railway Association of Canada, filed; and upon the recommendation of the Director of Operations of the Board—

*It is ordered that the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended adding after the paragraph numbered 209-7C (page 45), the following:—*

*“During the present emergency, or until further Order of the Board, C.R.C. 3A cylinders may be charged with compressed gases other than liquefied or dissolved gases to a pressure ten per cent in excess of their marked service pressure.”*

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 622

*In the matter of the General Order of the Board No. 620, dated April 15, 1941, amending paragraph 26 7/8 of the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing substances, Samples Explosives, etc., by permitting international shipments of samples cordite or nitrocellulose propellant for firing as cannon proof rounds the extent of twenty pounds in each container and six such containers on any one train;*

*And in the matter of the application of The Express Traffic Association of Canada for an Order amending the said General Order No. 620.*

File No. 1717.12

SATURDAY, the 6th day of June, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said General Order No. 620, dated April 15, 1941, be, and it is hereby, amended by inserting the following words after the word "Valecartier, Quebec," in the eighth line of the operative part of the Order namely: "Montreal, Quebec; St. Paul l'Ermite, Quebec."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 623

On the matter of the application of The Railway Association of Canada for an Order, under Section 287 of the Railway Act, approving of the plan dated Ottawa, May 21, 1942, as a standard for the sign to be erected at points of less than standard clearance (a) as may be ordered by the Board, (b) as may be considered necessary by the railways, (c) as the renewal or replacement of existing restricted clearance signs becomes necessary.

File No. 1750.18.350

THURSDAY, the 2nd day of July, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

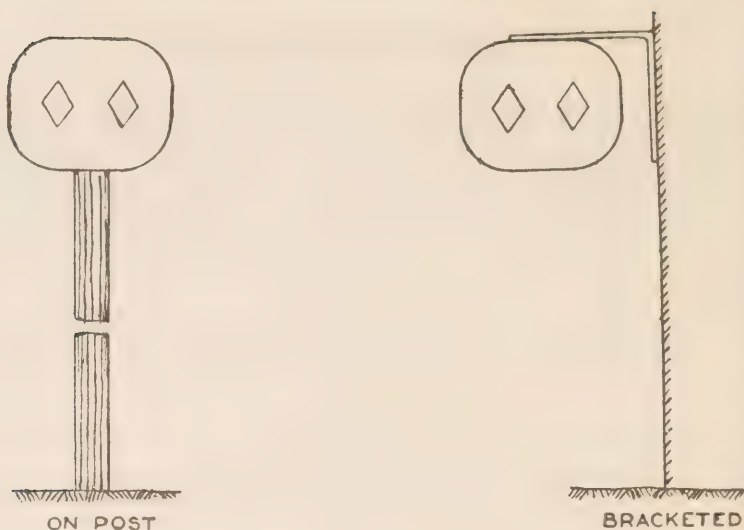
F. M. MACPHERSON, *Commissioner.*

Upon reading the submissions filed in support of the application, and the consent of the Joint Legislative Committee of Railway Transportation Brotherhoods, filed; and upon the joint recommendation of the Chief Engineer and the Director of Operation of the Board—

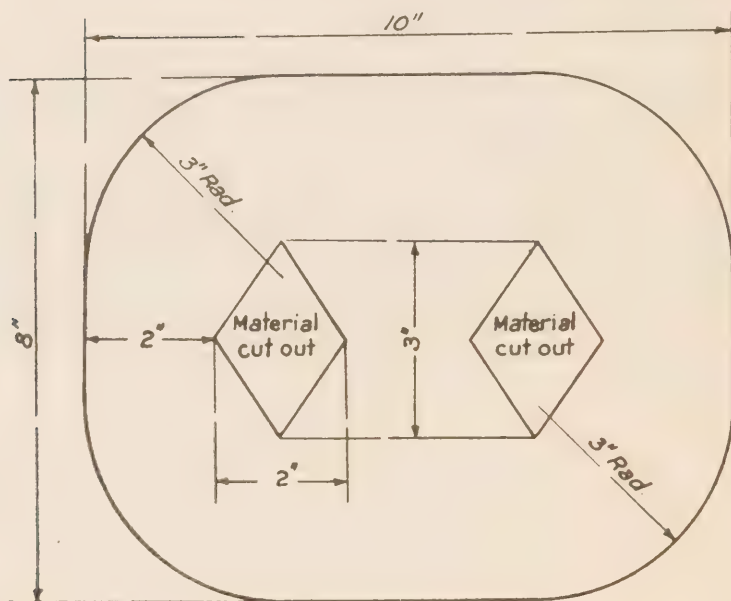
*It is ordered:* That the said plan dated Ottawa, May 21, 1942, showing "Standard Restricted Clearance Sign" to be erected indicating less than standard clearance (a) as may be ordered by the Board, (b) as may be considered necessary by the Railways, (c) as the renewal or replacement of existing restricted clearance signs becomes necessary, and (d) at such places as may be mutually agreed upon between the railways and the local representatives of the labour organizations—on file with the Board under file No. 1750.18.350, be, and it is hereby, approved.

J. A. CROSS,  
*Chief Commissioner.*





POSSIBLE METHODS OF ERECTING SIGN



Signs to be painted yellow on both sides

ELEVATION OF SIGN

## STANDARD RESTRICTED CLEARANCE SIGN

SUBMITTED BY THE RAILWAY ASSOCIATION OF CANADA

OTTAWA, MAY 21<sup>ST</sup> 1842

## GENERAL ORDER No. 624.

On the matter of the application of North American Cyanamid Limited for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by freight, as approved by General Order No. 598 dated October 11, 1940, as amended, so as to permit the use of fibre drums for shipments of sodium and calcium cyanide.

File No. 1717.88

TUESDAY, the 7th day of July, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the consents of The Railway Association of Canada and the Bureau of Explosives, filed; and upon the recommendation of the Director of Operations of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding after the paragraph numbered 278-8 (page 53) the following:—

“278-9. Spec. 21A.—Fibre drums with one added ply of asphalt laminated Kraft, 30/60/30 basis weight in side walls and heading (metal heading excluded): drums to withstand two drops from height of 4 feet in same spot or one 6-foot drop, in place of drop test as provided in Specification 21A, maximum loaded capacity 225 pounds net. Use of this container will be permitted because of the present emergency and until further Order of the Board.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 625

*In the matter of the application of the Inspection Board of United Kingdom and Canada for permission to allow shipments of propellants (N.C. Powder or Cordite—no high explosives) originating and shipped by Express in the United States of America, to continue by Express to its destination in Canada.*

File No. 1717.12.7

WEDNESDAY, the 30th day of July, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed in support of the application and the consent of The Railway Association of Canada, The Express Traffic Association of Canada and the Bureau of Explosives, filed; and upon the recommendation of the Director of Operation of the Board—

*It is ordered:*

1. That during the present war emergency and until further Order of the Board, Shipments of Propellants (N.C. Powder or Cordite—no high explosives) which have been authorized by competent authority for movement by Express on the railways in the United States of America, destined for points in Canada may continue by express to their destination in Canada under the terms and regulations laid down for the acceptance and movement of such shipments by Express at the original shipping point in the United States: provided that when practicable Inspectors of the Bureau of Explosives or other persons designated for the purpose shall inspect such shipments, or otherwise satisfy themselves that shipments are properly and securely blocked and braced in car, away from heater pipes or other sources of heat before shipment is accepted at the Border for shipment by Express in Canada.

2. That General Orders numbered 620 and 622 be, and they are hereby rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 626

*the matter of the applications of the Canadian National Express Company and the Inspection Board of United Kingdom and Canada for permission to ship complete rounds of 40-millimetre high explosive cartridges thirty to each shipment; also thirty complete rounds of 57-millimetre 6-pounder solid cartridges, by express, from Pickering, in the Province of Ontario, to Aberdeen, in the State of Maryland, from Pickering, Ontario, to Valcartier, Quebec, and Hamilton, Ontario; and from Cherrier, Quebec, to Valcartier, Quebec, and Hamilton, Ontario.*

File No. 1717.12.9

TUESDAY, the 18th day of August, A.D. 1942.

HUGH WARDROPE, *Assistant Chief Commissioner.*F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the  
rd—

*It is ordered:* That the Regulations for the Transportation by Express of  
is, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and  
y are hereby, amended by adding to paragraph (g) of Rule No. 4 (Group 1),  
following proviso:—

“Provided, however, that during the present emergency and until  
further Order of The Board of Transport Commissioners for Canada,  
movement may be made by railway express of shipments consigned to  
the War Department of the United States of America from Pickering,  
in the Province of Ontario, to Aberdeen, in the State of Maryland; and  
of shipments by railway express consigned to or from the Department  
of National Defence from Pickering, Ontario, to Valcartier, Quebec, and  
Hamilton, Ontario, and from Cherrier, Quebec, to Valcartier, Quebec,  
and Hamilton, Ontario, as follows:—

- (a) 40-millimetre cartridges fitted with fuse No. 251; and
- (b) 57-millimetre cartridges fitted with solid 6-pound non-explosive  
steel projectile,

subject to the following conditions:

- (i) each 40-millimetre cartridge shall be packed in fibreboard  
container No. 6 and in steel cartridge box No. C-219, and each  
package of such cartridges shall be plainly marked on the  
outside “Ammunition for Cannon with Explosive Projectiles”;
- (ii) each 57-millimetre cartridge shall be packed in fibreboard  
container No. 42 and in steel cartridge box No. C-264, and shall  
be marked on the outside “Ammunition for Cannon”; and
- (iii) not more than thirty complete cartridges of either calibre shall  
be shipped on one train.”

HUGH WARDROPE,  
*Assistant Chief Commissioner.*



## GENERAL ORDER No. 627

*In the matter of the General Order of the Board No. 626, dated August 18, 1942, amending paragraph (g) of Rule No. 4 (Group 1) of the Regulations, the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., by permitting shipments of 40-millimetre and 57-millimetre cartridges from and to certain points;*

*And in the matter of the application of The Express Traffic Association of Canada for an Order amending the said General Order No. 626.*

File No. 1717.1

THURSDAY, the 17th day of September, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered that the said General Order No. 626, dated August 18, 1942, and it is hereby, amended,*

(a) by inserting the following words after the word "Ontario," in the first line of the proviso in the operative part of the Order, namely: "and Cherrier the Province of Quebec;" and

(b) by striking out the paragraph numbered (iii) at the end of the Order and substituting in lieu thereof the following: "(iii) not more than fifteen boxes each containing twenty-one shells to be shipped on any one train."

J. A. CROSS,

*Chief Commissioner.*

## GENERAL ORDER No. 628

*In the matter of the General Order of the Board No. 32, dated March 26, 1942, prescribing rules with respect to the publication and filing of telegraphic tariffs of tolls.*

File No. 10

FRIDAY, the 25th day of September, A.D. 1942.

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

*It is ordered: That the said General Order No. 32, dated March 26, 1942, be, and it is hereby, amended by striking out the word "ten," in the fifth of paragraph (g) of the Order and substituting therefor the word "thirty."*

HUGH WARDROPE,

*Assistant Chief Commissioner.*

## GENERAL ORDER No. 629

*On the matter of the application of The Express Traffic Association of Canada for permission to ship 75-millimetre projectiles from Canada to proving grounds in the United States.*

File No. 1717.12.11

MONDAY, the 28th day of September, A.D. 1942.

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the board—

*It is ordered:* That the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding at the end of the first proviso to paragraph (g) of Rule No. 4 (Group 1), the following proviso:—

“Provided further that during the present emergency and until further order of the Board, movement may be made by railway express of shipments consisting of not more than twelve rounds of 75-millimetre ammunition for cannon consigned from points in Canada to proving grounds in the United States and Canada, subject to the following conditions:

- (a) each 75-millimetre cartridge with A.P. (armour piercing) or SHOT (solid metal) non-explosive projectile without fuse shall be packed in fibreboard cartridge container M 21, and three (3) such containers placed in a cloverleaf metal carrier;
- (b) two such cloverleaf metal carriers shall be securely packed in a metal-strapped wooden crate;
- (c) space not occupied by cartridges must be filled with empty containers M 21; and
- (d) each outside box must be plainly marked, ‘AMMUNITION FOR CANNON WITHOUT EXPLOSIVE PROJECTILES’.

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 630

*In the matter of the application of Defence Industries Limited for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, as approved by General Order No. 598 dated October 11, 1940, as amended, so as to permit the packing of small-arms ammunition in closed strong wooden boxes, fibreboard boxes, or metal containers between Staynerville, Quebec, and Verdun, Quebec.*

File No. 1717.87.1

WEDNESDAY, the 14th day of October, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon the consents of the Bureau of Explosives and of The Railway Association of Canada, filed; and upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding after the paragraph numbered 70-2 (page 27) the following:—

“70-2A. *Packing.*—During the present emergency, or until further Order of the Board, for inspection purposes only, may be packed in securely closed strong wooden boxes, fibreboard boxes, or metal containers between the following points only:

Staynerville, P.Q., and Verdun, P.Q.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 631

*In the matter of the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc.*

File No. 1717.12.3

FRIDAY, the 30th day of October, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the consents of the Bureau of Explosives, The Railway Association of Canada, The Express Traffic Association of Canada, filed; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:*

1. That the said Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph 26 7/8 of the said Regulations, at the end thereof, the following:—

“That, during the present emergency, and until further order of the Board, samples of cannon proof rounds for testing purposes of cordite or nitrocellulose propellant may be handled by express between the points designated below, under the following conditions, namely:— They must be packed in tightly closed metal cans or kegs not exceeding twenty pounds net weight of explosive each, packed in strong outside wooden boxes of lumber not less than one-half inch thickness. Not more than one can or keg may be shipped in one outside box, and not more than one hundred pounds net of such explosive may be shipped by express on any one train between the following points only:—

De Salaberry and Valcartier	Nobel and Prince Rupert
De Salaberry and Ottawa	Nobel and Halifax
Bouchard and Valcartier	Nobel and Hamilton
Cherrier and Valcartier	Nobel and Bouchard
Nobel and Valcartier	Nobel and Cherrier
Valcartier and Prince Rupert	Pickering and Valcartier
Valcartier and Halifax	Oshawa and Valcartier
Nobel and De Salaberry	Transcona and Valcartier
Nobel and Ottawa	

Shipments from Canada consigned to Proving Grounds in the United States may be shipped under the foregoing Regulations.”

2. That General Orders numbered 610, 614, and 619 dated respectively November 7, 1941, February 14, 1942, and March 21, 1942, made herein, be, and they are hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 632

*In the matter of the General Order of the Board No. 522, dated November 9, 1933, requiring every railway company subject to the legislative authority of the Parliament of Canada to equip its locomotives used in road service between sunset and sunrise, with headlights which will enable persons with normal vision in the cab of a locomotive, under normal weather conditions to see a dark object the size of a man for a distance of 800 feet or more ahead of the locomotive; each locomotive used in yard service between sunset and sunrise to have two lights, one located on the front of the locomotive and one on the rear, each of which shall enable a person with normal vision in the cab of a locomotive, under normal weather conditions, to see a dark object the size of a man for a distance of at least 300 feet in front of such locomotive.*

File No. 4319

THURSDAY, the 29th day of October, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon reading the submissions filed on behalf of the British Columbia Provincial Civilian Protection Committee and The Railway Association of Canada; and upon the report and recommendation of the Director of Operations of the Board—

*It is ordered:* That the said General Order No. 522, dated November 9, 1933, be, and it is hereby, amended by adding after the paragraph numbered 5 thereof the following:—

“Provided, however, that during the present emergency and until further order of the Board, engines, both in road and yard service, may be used with their headlights hooded in such areas as have or may be designated as air raid imminent danger areas.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 633

the matter of the application of The Railway Association of Canada for an Order amending the Regulations for the Transportation of Explosives and other Dangerous Articles by Freight, as approved by General Order No. 598 dated October 11, 1940, as amended, so as to permit the shipment of gasoline in additional types of steel tank cars known as "Specifications Emergency USG-A, USG-B, USG-C:"

File No. 1717.88.2

MONDAY, the 23rd day of November, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the consent of the Bureau of Explosives, filed; and upon the report recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended as follows:—

(1) by adding to paragraph 24 immediately preceding paragraph 24-1 (page 17), which paragraph numbered 24 was added in accordance with amendments marked "A" approved by General Order No. 606, dated September 26, 1941, the following paragraph:—

"During the present emergency, and until further order of the Board, the use of additional type tank cars, Specifications Emergency—C.R.C.—USG-A, USG-B, and USG-C, is hereby authorized for shipments of gasoline;"

(2) by adding after the paragraph numbered 92-2L (page 30) the following:

"92-2M. Spec. Emergency USG-A, USG-B, USG-C—Tank Cars. Manhole closures must be so designed that pressure will be released automatically by starting the operation of removing the manhole cover;"

(3) by striking out the paragraph numbered 92-3A (page 30) and substituting therefor the following:—

"92-3A. Containers as specified in paragraphs numbered 92-1 to 92-2M and also the following;"

(4) by adding after paragraph numbered 92-4B2 (page 30) the following:—

"92-4B3. Spec. Emergency—USG-A, USG-B, USG-C—Tank Cars. Manhole closures must be so designed that pressure will be released automatically by starting the operation of removing the manhole cover."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 634

*In the matter of the application of The Express Traffic Association of Canada for an order amending the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., to permit shipment of certain fuses from Buffalo, New York, to Hamilton, Ontario, for testing.*

File 1717.12.20

THURSDAY, the 3rd day of December, A.D. 1942.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be and they are hereby, amended by adding to paragraph 20(a) of the said Regulations, at the end thereof, the following:—

“That, during the present war emergency and until further order of the Board, shipments of No. 211, Mark I, Time Fuses may be handled by express from points on the United States-Canadian boundary to proving grounds in Canada, subject to the following conditions:—

- (a) Each fuse to be packed in a metal or fibreboard cylinder;
- (b) Not more than ten (10) fuses packed in metal or fibreboard cylinders to be packed in one strong, tight outside wooden box;
- (c) Not more than twenty (20) fuses to be shipped on any one train; and
- (d) Each outside wooden box to be marked, ‘Fuses—Handle Carefully’.

J. A. CROSS,  
*Chief Commissioner.*

## CIRCULAR No. 251-R

(REVISED)

OTTAWA, December 24th, 1942.

*No. 42344.3—In re Wartime Prices and Trade Board control over Transportation Charges and Services under P.C. No. 8528, as published in Extra of the Canada Gazette, July 4th, 1942, and W.P. & T.B. Order No. 92, of January 26th, 1942.*

With regard to all classes of freight or express rates; international freight express rates from points in Canada to points in the United States; export and import freight rates; adjusted freight or express rates arising out of corrections in mileages; cancellation of obsolete rates; correction of tariff errors, etc.; passenger rates between points in Canada, or from a point in Canada to a point in the United States; the Board directs that every tariff schedule hereafter issued which contains an increase in any such rates (or a change in any rule or regulation constituting an increased charge) which is higher than the corresponding rate or toll charged during the same period of the year 1941, shall be accompanied by a Statement giving the following information: (*See Note*):

- (a) The C.T.C. No. of the Tariff or Supplement No. thereto.
- (b) The effective date.
- (c) The commodity affected (if published under an Item No., proper reference thereto to be given). (Applicable only to freight and express rates.)
- (d) The points from, to, or between which the rates apply.
- (e) Present and Proposed rates, also rates in force during the same period of the year 1941, with reference, by C.T.C. No., to the Tariff in which such rates were published.
- (f) Complete statement of reasons and justification for the change.

NOTE.—The foregoing direction does not require Statements:

- (1) Covering revision of seasonal rates which are higher during winter than summer period, so long as such rates are no higher than in effect during the same period of the year 1941. (Order No. 92.)
- (2) Covering revision of rates which have been first established after the year 1941, so long as such revised rates do not exceed those in force during the same period of the year 1941.

These Statements (size not exceeding 8 x 11½ inches) shall be numbered consecutively in the upper righthand corner for each tariff issuing office. Statements are required in duplicate, one copy to be forwarded to the Board's Director of Traffic, and the other to Mr. R. W. Long, Deputy Administrator Services, Wartime Prices and Trade Board, Ciba Building, Montreal, P.Q.

So far as concerns rates between Canadian points not falling within the categories above enumerated, as well as any charges for accessorial services, it is, of course, understood that such rates or charges shall not be in excess of the basis laid down in Order in Council, P.C. No. 8528, as published in Extra of the Canada Gazette, July 4th, 1942, and W.P. & T.B. Order No. 92, of January 26th, 1942.

By Order of the Board,

P. F. BAILLARGEON,

Secretary.



## CIRCULAR No. 252 A and W

OTTAWA, January 15th, 1942.

*File No. 42344.3—In re Wartime Prices and Trade Board control over Transportation Charges and Services under P.C. No. 8527, of November 1st, 1941.*

*To Licensed Air and Water Carriers.*

Under the provisions of Order in Council, P.C. No. 8527, of November 1st, 1941, there can be no increase in any rates or charges for transportation of goods or passengers which were in force during the basic period (September 15th, 1941, to October 11th, 1941, both inclusive), without the concurrence of the Wartime Prices and Trade Board. If there is considered to be justification for an increase in any rate or charge which is subject to this Board's jurisdiction, there should be an application made to this Board, in duplicate, giving the following information:

- (a) C.T.C. No. of the tariff or Supplement containing present rates.
- (b) Commodity affected.
- (c) The points from, to, or between which rates or fares apply.
- (d) Present and Proposed rates or fares.
- (e) A complete statement of reasons and justification for the change.

Such applications will be considered by the Board, and, if approved, referred to the Wartime Prices and Trade Board, and you will be advised of its concurrence or non-concurrence therein, and, if concurred in, the tariff schedule in question may then be amended accordingly.

By Order of the Board,

P. F. BAILLARGEON,  
*Secretary.*

## CIRCULAR No. 253R

OTTAWA, February 26, 1942.

*File No. 28638.2.485*

Under Order Number 005 of the Oil Controller, it is now not necessary to obtain permission of the Oil Controller for the removal of storage tanks from one bulk storage plant to any other *existing* bulk storage plant, provided such tanks were the property of the Oil Company on April 30th, 1941. The usual application to the Board for removal of tanks from one plant to another must still be made and plans accompanying such applications under this arrangement should carry a notation that all tanks concerned were the property of the Applicants as of April 30th, 1941.

In the case of *new* bulk storage plants established after April 30th, 1941, should an Oil Company desire to install a tank, tanks or equipment at a location which had previously not been in operation as a distribution station, the permit

authority of the Oil Controller must accompany any application made to Board.

A permit or authority of the Oil Controller is not required in the case of warehouses, pumphouses, garages, etc.

Installations requiring *new* storage tanks and equipment must be authorized by the Oil Controller and the Steel Controller and such authority must accompany any application made to the Board.

In other respects, the provisions of the Board's Circular 248R will remain in effect.

By Order of the Board,

P. F. BAILLARGEON,  
*Secretary.*













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DOMINION OF CANADA

# THIRTY-NINTH REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

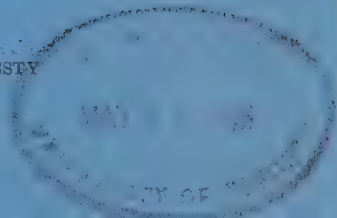
FOR THE YEAR ENDED DECEMBER 31

1943



OTTAWA  
EDMOND CLOUTIER  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1944

Price, 25 cents.







DOMINION OF CANADA

THIRTY-NINTH REPORT

OF THE

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TRANSPORT COMMISSIONERS

FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

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## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1943

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J. A. CROSS, K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary*

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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Thirty-Ninth Report for the year ended December 31, 1943.

Since the publication of the last report there have been no amendments to the Transport Act nor to the Railway Act.

### PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1943, to December 31, 1943, the Board held 17 public sittings at which 24 applications were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	5
Quebec.....	12
Manitoba.....	0
Saskatchewan.....	0
Alberta.....	0
British Columbia.....	0
Nova Scotia.....	0
New Brunswick.....	0
Prince Edward Island.....	0
Total.....	17

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

### FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1737 applications and complaints received and dealt with by the Board, 98·61 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board and its officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

### GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## APPEALS FROM RULINGS OF BOARD

There was no case carried in appeal or referred by the Board to the Supreme Court of Canada for its opinion during 1943.

There was one case carried in appeal to the Judicial Committee of the Privy Council, namely:—

File 43453 —Appeal by the C.P.R. Co. and C. N. Rys. to the Privy Council from a judgment and Order of the Supreme Court of Canada, given on 4th May, 1943, answering in the negative a question of law submitted for the opinion of the Court by the Board, in the matter of the Transport Act, 1938, and the provisions thereof relating to agreed charges.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of Orders issued for the year ended December 31, 1943, was 1229. The number of general circulars issued by the Board, directed to all the transport companies subject to its jurisdiction was 6. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are 21 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1943, will be found compiled under Appendix "E" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1943, was 1737.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1943, was as follows:—

Freight tariffs, including supplements.....	41,162
Passenger tariffs, including supplements.....	6,839
Express tariffs, including supplements.....	402
Telephone tariffs, including supplements.....	541
Sleeping and parlour car tariffs, including supplements.....	43
Telegraph and Radio tariffs and supplements.....	21
Bridge tolls, including supplements.....	4
Air freight tariffs, including supplements.....	242
Air passenger tariffs, including supplements.....	1,342
Water freight tariffs, including supplements.....	44
Water passenger tariffs, including supplements.....	16
Agreed Charges—tariffs.....	17
Total.....	50,673

The total number of tariffs filed from February 1, 1904, to December 31, 1943, was 2,234,923.

The details of the tariffs will be found under Appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1943, number 210 and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found the report of the Chief Engineer.

## OPERATING DEPARTMENT OF THE BOARD

The following general matters were dealt with by the Operating Department of the Board during the year 1943.

General Railway Accidents (including highway crossings).....	2,265
Highway Crossing accidents.....	301
Motive Power reports.....	58,234
Locomotives inspected.....	6,236
Internal boiler inspections.....	251
Stationary boiler reports.....	3,107
Freight cars inspected.....	61,078
Passenger coaches inspected.....	3,539
Air reservoir reports.....	4,370
Inflammable liquid installations.....	134
Fires on forested territory.....	396
Acres of forested areas burnt.....	20,801
Fireguards ploughed (miles).....	5,093
Regulations for the transportation of explosives and other dangerous articles both by freight and express.	

The work of the Operating Department during the past year has been greatly increased due to the rapid expansion of war industries and consequent heavier shipments of explosives and other war supplies. In many instances it has been necessary to amend existing Regulations and new Regulations and Specifications have had to be drawn up and General Orders promulgated to enable the railways to transport safely the many new and varied types of explosives and other dangerous articles brought into being by the necessities of war.

The number of accidents investigated totalled 2,265 involving 3,176 casualties, of which number 357 persons were killed and 2,819 injured, which is an increase over the previous year of 61 casualties.

Accidents at highway crossings for the year totalled 301, with 111 killed and 439 injured. Of this number 52 accidents occurred at crossings where there were protective devices, with the remaining 249 occurring at unprotected crossings.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

Three hundred and ninety six fires attributed to railways are reported to have originated on 13,890 miles of young forest growth, 949 acres of merchantable timber, 5,673 acres of slashing or old burned lands not restocking and 10,614 acres of non-forest lands.

Of this total, 104 fires burned less than  $\frac{1}{4}$  acre each; 219 fires burned over an area of  $\frac{1}{4}$  acres to 10 acres each; and 73 fires burned over an area of 10 acres each.

The total area burned over was 20,801 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$14,747.00.

During the fire season of 1943, 4,520 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fire Guard Requirements the railways constructed or maintained 6,093 miles of fireguards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance, by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection



is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example, by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1943, together with the number of Orders issued:—

Number of applications made.....	1,737
Number of filings received during the year.....	27,412
Number of outgoing letters during the year.....	17,771
Number of Orders issued during the year.....	1,229

### CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel of the staff of the Board during 1943:—

Mr. François Napoleon Garceau, K.C., was retired on April 10th, 1943, upon attaining his seventy-fifth birthday. Mr. Garceau had been appointed Deputy Chief Commissioner of the Board on September 16th, 1933. His separation from the Board was deeply regretted by every member of the Board and staff. Mr. Garceau, while with the Board, filled his duties very conscientiously and always had a kind word for everybody whom he came in contact with.

The Board also records with great regret the death of Albert Edmund Hudson who passed away on October 13th, 1943. Mr. Hudson had been previously retired on February 15th, 1943. He was in the employ of the Board for over thirty years, having been appointed Inspector of Operation on May 6th 1912. Mr. Hudson was an experienced railway man and always faithfully and efficiently performed his duties during the long time he was with the Board.

## APPENDIX "A"

## REPORT OF THE DIRECTOR, TRAFFIC DEPARTMENT

For the year January 1st, to December 31st, 1943, both dates inclusive, the number of tariff or supplementary schedules filed with the Board was as follows:—

## TARIFFS AND SUPPLEMENTS FILED

Rail				Air		Water		Total
Freight	Agreed Charges	Passenger	Sleeping & Parlour Car	Freight	Passenger	Freight	Passenger	
41,162	17	6,839	43	242	1,342	44	16	49,705
Express		Telephone		Telegraph		International Bridge Tolls		
402		541		21		4		968
						Total all schedules..		50,673

## MARITIME ACCOUNTS—

Under the Maritime Freight Rates Act for the period from July, 1942, to June, 1943, inclusive, there were filed 21,269 abstract sheets with an average of 74 rates per sheet, containing 1,573,906 rates and 786,953 extensions of charges and 21,269 columns of figures, all of which were checked. As a result of this check, 3,973 corrections were made. The total amount of reimbursement claimed by the railways was \$873,466.77 and the amount allowed was \$848,400.04 or a net deduction of \$25,066.73. During this period, 119 Orders were issued approving tariffs or rates and certifying to the normal tolls.

## CORRESPONDENCE

Two thousand three hundred and eleven communications were made to carriers concerning complaints, proper interpretation of tariffs or classification and the filing of same; also concerning powers of attorney, concurrences, free or reduced transportation and administration of the Maritime Freight Rates Act. 1,204 memoranda and reports were made to the Board and 726 communications to others. The total communications were 4,248.

## ORDERS ISSUED

During the year, apart from Orders issued pursuant to the Maritime Freight Rates Act, the following Orders were issued:

Traffic	Air Licences	Water Licences	Agreed Charges	Telephone	Total
60	76	15	17	5	173

## AGREED CHARGES (Part V, The Transport Act)

One new Agreed Charge was submitted for approval; 15 applications were received for fixing of similar charges to those contained in current Agreements. At December 31, 1943, 18 Agreed Charge tariffs were in effect covering the business of 121 shippers.

## AIR TRANSPORTATION LICENCES

## (Part III, The Transport Act)

Eight applications for new licences were granted and 9 licences were surrendered for cancellation. At December 31, 1943, a total of 65 licences were in force, composed of 9 international between Canada and the United States, 6 interurban in Canada and 50 bush services in Northern Canada.

## WATER TRANSPORTATION LICENCES

## (Part II, The Transport Act)

Fourteen licences were granted to 13 water carriers covering 97 ships on the Great Lakes and St. Lawrence River between Quebec City and the Head of the Lakes.

## MAXIMUM PRICE CONTROL

Throughout the year this department cooperated fully with the Wartime Prices and Trade Board in re the administration of the Price Ceiling regulations as they concern transportation and communication services.

W. E. CAMPBELL

*Director.*

OTTAWA, January 10, 1944.

APPENDIX "B"

OTTAWA, January 10, 1944.

P. F. BAILLARGEON, Esq.,  
Secretary, Board of Transport Commissioners  
for Canada,  
Ottawa, Ont.

SIR:—I herewith submit Annual Report covering work of the Engineering Department during the year 1943 in accordance with the statement attached.

In addition to the information on the attached table, the Engineering Department has compiled much information in connection with grade separations and diversions to eliminate grade level railway-highway crossings under consideration for postwar work.

D. G. KILBURN,  
*Chief Engineer.*



## ENGINEERING DEPARTMENT—ANNUAL REPORT, 1943

THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES.

Province	Highway Crossings Approved	Highways Crossings Closed	Construction and Operation of Branch Lines and Industrial Spurs	Bridges and Subways Approved for Construction	Approval of Operation over and under Bridges	Highway Diversions	Less than Standard Clearance	Railway Connections	Operation over Railway Connections	Interlocking Plants and Signals	Changes to Plants and Signals	Operation through Interlocking Plants	Crossings Protected by Flashing Light Signals and Bells	Changes in Operating Circuits of Wiegans and Flashing Light Signals	Opening Railway Lines for Traffic	Water Pipes and Sewers Under Railways	Crossings Protected by Additional Wiegans	Farm Crossing	Mining Tunnels	Automatic Signals	Crossings Protected by Wiegans and Bell	Removal of Crossing Gates and Lamps and Install Traffic Light Signals	Swing and Lift Bridge Protection and Diamond Crossings—Montreal Terminals	Operation through Signals and over Swing and Lift Bridges—Montreal Terminals	Operation of Interlocking Signal Indications—Montreal Terminals	Pedestrian Subway	Close Drawbridge	Expropriate Land	Remove Overhead Footbridge	Total
British Columbia...	25	...	9	3	7	...	3	2	1	...	1	3	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	55
Alberta...	31	1	15	8	7	...	7	...	...	...	...	...	...	...	...	...	...	1	2	...	...	...	...	...	...	...	...	...	...	72
Saskatchewan...	11	2	2	2	5	...	...	...	...	3	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
Manitoba...	10	...	7	2	6	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	26
Ontario...	26	...	14	5	3	...	34	1	1	8	19	7	1	1	1	2	...	...	1	2	1	...	...	...	...	...	...	...	...	125
Quebec...	24	2	21	8	24	...	15	4	...	4	6	5	1	1	1	...	1	1	...	...	...	...	3	3	1	1	1	1	...	127
New Brunswick...	3	...	1	1	...	...	5	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
Nova Scotia...	...	...	...	...	2	...	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
Prince Edward Island...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	130	5	69	29	54	...	64	8	1	15	29	16	3	2	3	...	1	2	2	1	2	1	3	3	1	1	1	1	1	448

In addition to the above, many applications and complaints were dealt with which could not be recommended for approval, and numerous inspections were made in connection with track conditions, safety at highway crossings, drainage and fencing, and conferences were attended in connection with engineering standards and practice.

D. G. KILBURN,  
Chief Engineer.

## APPENDIX "C"

OTTAWA, ONTARIO, February 4, 1944.

P. F. BAILLARGEON, Esq.,  
 Secretary, Board of Transport Commissioners,  
 Ottawa, Ont.

DEAR SIR:—I submit for the Board's thirty-ninth report, the annual report for the Operating Department for the year ended December 31, 1943.

<i>Accidents—</i>	
Total accidents.....	2,265
Total persons killed.....	357
Total persons injured.....	2,819

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<i>Fatalities—</i>	
Passengers.....	12
Employees.....	118
Trespassers and others.....	227
Total.....	357

<i>Injuries—</i>	
Passengers.....	593
Employees.....	1,588
Trespassers and others.....	638
Total.....	2,819

<i>Highway Crossing Accidents—</i>	
Accidents.....	301
Persons killed.....	111
Persons injured.....	439

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<i>Motive Power—</i>	
Number of Locomotives.....	4,782
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Staybolts, Washouts, Boilers and Appurtenances, etc.....	58,234

<i>Inspection of Motive Power—</i>	
Locomotives inspected.....	6,236
Locomotives found defective.....	193
Defects.....	258

<i>Locomotive Boilers—</i>	
(Applications for extension of time for removal of flues.)	
Applications received from railways.....	275
Internal inspections made.....	251
Applications granted.....	250
Applications refused.....	1
Applications withdrawn or otherwise disposed of.....	14
Applications declined.....	

<i>Stationary Boilers—</i>	
Number of stationary boilers.....	1,575
Inspection reports.....	3,107
Inspections made.....	486
Fire Protective appliance inspection reports.....	1,689

<i>Safety Appliance and Equipment Inspections—</i>	
Freight cars inspected.....	61,078
Passenger coaches inspected.....	3,539

<i>Inspection of Freight Cars for Correct Tare Weight—</i>	
Number of cars inspected.....	18,065
Number of cars found overdue for weighing for tare.....	1,465

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 2,265 involving 3,176 casualties, of which number 357 persons were killed and 2,819 were injured. This is an increase over the previous year of 280 accidents, a decrease of 93 killed and an increase of 154 injured.

For the year 1943, there were 104 trespassers killed and 95 injured.

Highway crossing accidents for the year numbered 301 resulting in 111 persons killed and 439 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1942.....	341	146	476
1943.....	301	111	439

Of these 301 accidents, 276 involved motor vehicles resulting in 104 deaths and injured 419. The remainder of the accidents, 25, involved horse-drawn vehicles, pedestrians, etc., and resulted in 7 deaths and injuries to 20 persons.

Of the 301 accidents at highway crossings, 170 occurred during the daytime and 131 at night.

Accidents to the number of 99 were caused by motor vehicles running into the sides of trains at crossings, resulting in 21 persons being killed and 179 injured. 29 of this class of accident occurred during the daytime, and 70 at night. The particulars of this class of accident are as follows:—

1943	Accidents	Killed	Injured
During daylight hours.....	29	7	41
During night hours.....	70	14	138
	<hr/> 99	<hr/> 21	<hr/> 179

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of The Railway Act in the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In connection with cars overdue for weighing for tare, it was found that out of 18,065 cars so inspected, 1,465 were found to be overdue. Attention of the railway was drawn to such cases, and cars were worked to a scaling point, weighed and restencilled.

## INSPECTION OF MOTIVE POWER

The inspection of locomotive and car equipment, it will be readily understood entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with Railway Companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

## LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 251 internal examinations of locomotives. 248 applications were granted the full period of time requested.

Upon examination, it was found that 2 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. (1 application was refused.) 14 applications were withdrawn.

Under General Order No. 473, Locomotive Boiler Inspection Order, 58,234 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 4,782 locomotives. In addition, there were received 1,689 reports of monthly inspections of fire protective appliances on portable boilers under General Order No. 548.

#### INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 486 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified.

#### STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 3107 report forms of semi-annual and annual inspections were filed during the year, covering 1575 stationary boilers. The checking and recording of the above mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

#### INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4370 report forms of inspection were filed during the year, covering 4,314 air reservoirs. Attention is being given to the matter of regulating the system of filing reports and specification cards received from railway companies and the inspections made by our Mechanical Inspectors.

#### INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

#### INFLAMMABLE LIQUIDS: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514 and 530 and of Circular No. 241, there were 134 applications made to the Board for approval of location of above installations and changes, which were investigated and disposed of.

The 134 applications approved covered 4 marine terminals, 4 pipe lines, 7 dykes and 123 bulk storage and distribution plants covering the installation of some 105 storage tanks having a total capacity of approximately 1,602,970 gallons

#### REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT (RAIL) AND SPECIFICATIONS FOR SHIPPING CONTAINERS

The work of the Department in connection with the above Regulations has continued to expand due to the war emergency. Amendments and additions to the Regulations and Specifications are constantly under review in order to meet the continually changing conditions.

During the year 1943 no accidents incidental to the transportation of explosives on the railways were reported.



REGULATIONS FOR THE TRANSPORTATION BY EXPRESS (RAILWAY) OF ACIDS,  
INFLAMMABLES, OXIDIZING SUBSTANCES, SAMPLES OF EXPLOSIVES,  
ETC., AND SPECIFICATIONS FOR SHIPPING CONTAINERS

Under the requirements of General Orders of the Board Nos. 296 and 641, a large number of applications for the transportation by express of emergency shipments have been dealt with requiring the issuance of a number of Orders amending the Regulations for Explosives. A general revision of the Regulations and Specifications is under review.

RAILWAY FIRE PREVENTION

General Order of the Board No. 548, Sections 280 and 281 of The Railway Act.

FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,890 miles are classified as traversing forested territory. During the fire season of 1943, railways are reported as having caused 396 fires in such territory. These fires burned over a total of 20,801 acres, with forest and other property loss valued at \$14,747.

Fires attributed to locomotives comprise 91.92 percent of the total number of railway fires and these burned 78.59 percent of the total area, causing 60.13 percent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 8.08 percent of the total number, 21.41 percent of the area and 39.87 percent of the total monetary loss.

All fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes total 495, burning an area of 21,836 acres of forest and non-forest land, with total estimated damage of \$16,167.

Forest valuations given above are based upon stumpage values.

FIREGUARD REQUIREMENTS

In accordance with Fireguard Requirements, 5,093 miles of fireguards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 274,021 miles by officers of this Department.

Respectfully submitted,

C. C. STIBBARD,

*Director of Operation.*

## PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1943

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....		103	1	63		1	31	1	167
Collision head-on.....		114	12	68		1	20	12	183
Collision rear-end.....		68	4	52	1	2	20	5	122
Collision in yard.....		8	2	5			5	2	13
Collision at Diamond Crossing.....			1	6			2	1	6
Collision with cars account open switch.....		30		7			2		37
Equipment struck in yard during transfer or switching movement.....		7	1	27			18	1	34
Sideswipe.....		6	4	28			20	4	34
Public highway crossing protected by gates.....						5	5		5
Public highway crossing protected by Lightning Flash and Bell.....						2	1		2
Public highway crossing protected by Bell.....					15	6	7	15	6
Public highway crossing protected by Bell and WigWag.....			1	1	16	56	37	17	57
Public highway crossing protected by Watchman.....					1	3	2	1	3
Public highway crossing unprotected.....				14	78	352	249	78	366
Private Crossing.....				4	7	38	29	7	42
Trespassing.....					104	95	197	104	95
Working on or about engine.....				90			84		90
Miscellaneous.....		13	5	111		21	147	5	145
Adjusting couplers, coupling and uncoupling.....			8	51			59	8	51
Run down by engine or car between stations.....			6	2	2		9	8	2
Accidents caused by hand car, motor or velocipede.....			3	84		3	66	3	87
Hand car, motor car, velocipede struck by train.....			9	47		1	36	9	48
Crawling between cars, over couplers.....				2			2		2
Passing between cars, between couplers.....			3	9			12	3	9
Struck by engine or cars on adjoining track.....			2	15			17	2	15
Struck by switch stand, water spout, mail crane, or other projection.....				23		2	24		25
Crushed between cars and building, lumber piles.....				9		4	12		13
Explosion of locomotive boiler.....			3	3			3	3	3
Getting on and off passenger train.....	7	96		3		5	109	7	104
Injured when taking coal or water.....				6			6		6
Rock slides, or other obstructions on track.....			2	7		1	5	2	8
Rough coupling.....		2	1	92		10	88	1	104
Riding on pilot or foot-board of engine.....				32			32		32
Obstructions, overhead and on ground.....			1	19			19	1	19
Falling off top of car.....			3	40			43	3	40
Falling between cars.....			1	3			4	1	3
Application and handling of air brakes, stopping of trains, etc.....		25	2	137		4	150	2	166
Employees getting off train in motion.....		1	3	103		1	108	3	105

## PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1943

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Employees boarding train in motion.....			3	79			82	3	79
Slipped on ice.....		1	1	30			32	1	31
Doors closing and other minor accidents in baggage cars and coaches.....		97		29		4	129		130
Run down by engine or cars at station or in yards.....			27	60	1		86	28	60
Caught by engine or car while throwing switch.....				1			1		1
Falling off side and end ladders of cars.....			1	60			61	1	60
While working hand brake			2	52			54	2	52
Handling freight and baggage.....				11		1	12		12
Loading and unloading O.C.S. material.....			3	20			22	3	20
Staking or poling cars.....				1			1		1
Work train equipment, coal chutes and water tanks.....				18			14		18
Cars moved while being loaded or unloaded.....				7	1	16	7	1	23
Drawbridge open.....				8			8		8
Carmen working on or under cars on running track when moved.....				4			4		4
Coupling and uncoupling hose.....				7			7		7
Turning angle-cock.....				4			4		4
Coach window falling.....		12					12		12
Loads shifting in transit or switching.....				16		1	17		17
Defective bridges.....			1	16		1	17		17
Falling or jumping off passenger train between stations.....	5	10		3	1	2	20	6	15
Cars running away; not under control.....			1	4		1	6	1	5
Washout.....			1	8			4	1	8
	12	593	118	1,588	227	638	2,265	357	2,810

## CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1943

## MOTOR VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	113	52	125
Night Hours.....	53	31	94
Total.....	166	83	219

## HORSE-DRAWN OR OTHER VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	3	1	4
Night Hours.....	1	.....	1
Total.....	4	1	5

## PEDESTRIANS STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	15	5	10
Night Hours.....	6	1	5
Total.....	21	6	15

## MOTOR VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	29	7	41
Night Hours.....	70	14	138
Total.....	99	21	179

## ACCIDENTS IN WHICH RAILWAY TRACK CARS INVOLVED

	Accidents	Killed	Injured
Daylight Hours.....	10	.....	19
Night Hours.....	1	.....	2
Total.....	11	.....	21

## TOTAL NUMBER OF ACCIDENTS

	Accidents	Killed	Injured
Daylight Hours.....	170	65	199
Night Hours.....	131	46	240
Grand Total.....	301	111	439

Number of accidents which occurred at crossings protected by Gates.....	5
Number of accidents which occurred at crossings protected by Lightning Flash and Bell.....	1
Number of accidents which occurred at crossings protected by Bell.....	7
Number of accidents which occurred at crossings protected by Bell and Wigwag..	37
Number of accidents which occurred at crossings protected by Watchman.....	2
Number of accidents which occurred at crossings Unprotected.....	249
Total.....	301



NUMBER OF LOCOMOTIVES INSPECTED, AND NUMBER OF DEFECTS ON RAILWAYS,  
FOR THE YEAR ENDED DECEMBER 31, 1943

Classification	Total Defects
Ash Pans or Mechanism.....	1
Blow-off cocks.....	1
Boiler checks.....	1
Brake equipment.....	5
Cab aprons or decks.....	1
Cab cards.....	11
Coupling or uncoupling devices.....	20
Cylinders, Saddles or steam chests.....	1
Domes or dome caps.....	1
Draft gear.....	5
Draw gear.....	1
Driving boxes, shoes, wedges or pedestals.....	2
Frames, tail pieces or braces, locomotive.....	1
Gauges, steam.....	1
Gauge cocks.....	16
Grate shakers and fire doors.....	2
Handholds.....	21
Injectors and connections.....	4
Mudrings.....	1
Packing nuts.....	1
Pilot or pilot beams.....	4
Sanders.....	6
Springs or spring rigging.....	1
Steam pipes.....	4
Steps.....	10
Tender.....	3
Throttle or dry pipes.....	1
Trucks, tender.....	6
Valve motion.....	1
Washout plugs.....	3
Water glass, fittings or shields.....	14
Wheels.....	13
Miscellaneous.....	9
Fire protective appliances.....	86
Total Defects.....	258

	Locomotives Inspected
Canadian National.....	3,431
Canadian Pacific.....	2,249
Miscellaneous.....	556
Total.....	6,236

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	15	46	8	21	5	1	4	.....	.....	100
Locomotive, Class B fires.....	29	77	.....	29	23	3	26	.....	1	197
Locomotive, Class C fires.....	7	15	1	8	6	.....	30	.....	.....	67
Employees, Class A fires.....	.....	1	.....	1	2	.....	.....	.....	.....	4
Employees, Class B fires.....	3	8	3	4	4	.....	.....	.....	.....	22
Employees, Class C fires.....	1	1	.....	2	1	.....	1	.....	.....	6
Total, Class A fires.....	15	47	8	22	7	1	4	.....	.....	104
Total, Class B fires.....	32	85	12	33	27	3	26	.....	1	219
Total, Class C fires.....	8	16	1	10	7	.....	31	.....	.....	73
Total, all railway fires.....	55	148	21	65	41	4	61	.....	1	396
<i>Areas burned (acres)—</i>										
Young forest growth.....	106	472	633	267	304	1	1,882	.....	.....	3,665
Merchantable timber.....	12	45	.....	15	52	.....	825	.....	.....	949
Slashing or old burn.....	6	77	17	1,261	79	.....	4,233	.....	.....	5,673
Other classes of land.....	124	1,193	13	349	488	4	8,338	.....	5	10,514
Total.....	248	1,787	663	1,892	923	5	15,278	.....	5	20,801
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 127	\$ 288	\$ 108	\$ 204	\$ 147	.....	\$ 10,560	.....	.....	\$ 11,434
Standing timber.....	38	2	.....	397	25	.....	417	.....	.....	879
Forest products.....	100	.....	52	.....	.....	.....	.....	.....	.....	152
Other property.....	154	293	20	1,073	352	.....	390	.....	.....	2,282
Total.....	\$ 419	\$ 583	\$ 180	\$ 1,674	\$ 524	.....	\$ 11,367	.....	.....	\$ 14,747

(a) Includes Dominion Atlantic Railway.  
 (b) Includes Esquimaux & Nanaimo Railway.  
 (c) Includes Nipissing Central and Sydney & Louisburg Railways.  
 Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.  
 Class B fires are those which cover an area of one-fourth acre to ten acres.  
 Class C fires are those which cover an area over ten acres.



[illegible]

\* Total accident reports received in the Operating Department.



## APPENDIX "E"

## GENERAL ORDER No. 635

*In the matter of the General Orders of the Board Nos. 626 and 627, dated respectively August 18, 1942, and September 17, 1942, amending the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., by permitting shipments of 40-millimetre and 57-millimetre cartridges from and to certain points.*

File No. 1717.12.9

TUESDAY, the 12th day of January, A.D. 1943.

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading what has been filed on behalf of The Express Traffic Association of Canada; and upon the recommendation of the Director of Operation of the Board—

*It is ordered:*

1. That the said General Order No. 626, dated August 18, 1942, be, and it is hereby, amended—

(a) by striking out the first nine lines of the proviso in the operative part of the Order and substituting therefor the following:—

“Provided, however, that during the present emergency and until further Order of The Board of Transport Commissioners for Canada, movement may be made by railway express of shipments consigned to the War Department of the United States of America, from

Pickering, Ontario, to Aberdeen, Maryland, U.S.A.

Oshawa, Ontario, to Aberdeen, Maryland, U.S.A.

Whitby, Ontario, to Aberdeen, Maryland, U.S.A.

Cherrier, Quebec, to Aberdeen, Maryland, U.S.A.

and of shipments by railway express consigned to or from the Department of National Defence from

Oshawa, Ontario, to Hamilton, Ontario

Whitby, Ontario, to Hamilton, Ontario

Oshawa, Ontario, to Valcartier, Quebec

Whitby, Ontario, to Valcartier, Quebec

Pickering, Ontario, to Valcartier, Quebec

Pickering, Ontario, to Hamilton, Ontario

Cherrier, Quebec, to Valcartier, Quebec

Cherrier, Quebec, to Hamilton, Ontario

as follows:”

(b) by striking out the paragraph numbered (iii) at the end of the Order and substituting in lieu thereof the following—

“(iii) not more than fifteen boxes each containing twenty-one shells to be shipped on any one train.”

2. That the said General Order No. 627, dated September 17, 1942, be, and it is hereby, rescinded.

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 636

*In the matter of the application of The Express Traffic Association of Canada for permission to make shipments of trench mortar bombs, six to a box, packed in individual tubes, with three strapped together making one carrier, with two carriers to steel box, gross weight 80 pounds each, and each bomb complete with tail assembly weighing  $8\frac{1}{2}$  pounds, with contents of bomb 50-50 amatol, without fuses or cartridges, from either Pickering or Oshawa, Ontario, to Proving Grounds at Valcartier, Quebec.*

File No. 1717.12.24

TUESDAY, the 12th day of January, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board:—

IT IS ORDERED that the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph (i) of Rule No. 4, (Group 1), the following proviso:

“Provided, however, that during the present emergency and until further Order of The Board of Transport Commissioners for Canada, movement may be made by railway express of shipments consisting of not more than six rounds of 3-inch mortar bombs loaded with 50-50 amatol or equivalent, without fuses or firing cartridges attached, consigned from:

Pickering, Ontario, to Valcartier, Quebec

Oshawa, Ontario, to Valcartier, Quebec

subject to and upon the following conditions:—

- (a) each bomb without fuse or firing cartridge shall be packed in a rolled paper waxed tube container with metal plate end and caps, and three (3) such containers shall be placed in Carrier No. 152;
- (b) two such carriers No. 152 shall be securely packed in steel box No. B-166;
- (c) space not occupied by bombs must be filled by empty containers No. 152; and
- (d) each outside steel box must be plainly marked, ‘EXPLOSIVE BOMBS’.”

HUGH WARDROPE,

*Assistant Chief Commissioner.*

## GENERAL ORDER No. 637

*In the matter of the General Order of the Board No. 631, dated October 30th, 1942, amending the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., by permitting the shipment by express of samples of cannon proof rounds for testing purposes of cordite or nitrocellulose propellant.*

File No. 1717.12.3

WEDNESDAY, the 13th day of January, A.D. 1943

HUGH WARDROPE, *Asst. Chief Commissioner.*

F. A. MACPHERSON, *Commissioner.*

Upon reading what has been filed on behalf of The Express Traffic Association of Canada; and upon the recommendation of the Director of Operation of the Board:

IT IS ORDERED that the said General Order No. 631, dated October 30th, 1942, be, and it is hereby, amended by inserting the following words after the words, "Transcona and Valcartier," in paragraph numbered 1 thereof, namely:—

"Pickering, Ontario, and Ottawa, Ontario  
Oshawa, Ontario, and Ottawa, Ontario."

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 638

*In the matter of the application of The Railway Association of Canada for an Order amending the Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees.*

File No. 1750.17

THURSDAY, the 28th day of January, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. N. GARCEAU, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading what has been filed in support of the application; upon the consents of the Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Engineers, and Order of Railway Conductors of America, filed; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That, during the present war emergency and until further Order of the Board, the Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees as prescribed by General Order No. 449 dated September 8, 1927, be amended by striking out the Entrance to Service statements under the heading "Standards of Visual Acuity", Indoor Tests, Classes A, B, and C, and substituting therefor the following:—

"Not less than 20-20 in each eye tested separately with or without glasses: Provided that without glasses one eye is not less than 20-30 and the other eye not less than 20-40."

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 639

*In the matter of the application of the Department of Munitions and Supply and the Inspection Board of United Kingdom and Canada for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight to permit the use of steel cylinders for the shipment of compressed air.*

File No. 1717.88.6

FRIDAY, the 29th day of January, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*


G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, as amended by General Order No. 613 dated January 19, 1942, be, and they are hereby, further amended by adding after the paragraph numbered 208C the following:—

“208D. During the present emergency and until further order of the Board of Transport Commissioners for Canada, steel cylinders, manufactured in accordance with Department of National Defence Specification No. 4/9/15E marked ‘A’, on file with the Board under file No. 1717.88.6 may be accepted for transportation by freight of compressed air when shipped by or consigned to the Department of National Defence of the Dominion of Canada: Provided each cylinder shall be permanently and clearly marked as follows:—

- (a) C.R.C.  1800;
- (b) a serial number and an identifying symbol (letters), location of number to be just below the C.R.C. mark, location of symbol to be just below the serial number;
- (c) Inspector's official mark near serial number;
- (d) date of the hydraulic test and test pressure;
- (e) date of the air pressure test and test pressure; and
- (f) manufacturer's identification marks.

Size of marks to be at least  $\frac{1}{4}$  in. high if space permits, on neck of cylinder excepting manufacturer's marks, which may be on the base.

A record of all tests shall be kept by the manufacturer, and copies of all such tests shall be forwarded to the Department of National Defence.

The pressure in the cylinder at 70° F. must not exceed the service pressure for which the container is designed and which is marked on the container. The provisions of the Board's General Order No. 621, which permits a pressure ten per cent in excess of the marked service pressure, shall not apply in the case of cylinders approved under the Board's General Order No. 639.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 640

*In the matter of the applications of the Great Northern and Northern Pacific Railway Companies and their subsidiary companies, viz: Midland Railway Company of Manitoba; Vancouver, Victoria & Eastern Railway & Navigation Company; and the Nelson & Fort Sheppard Railway Company—under Section 348 of the Railway Act, for an Order approving the conditions limiting liability to be printed on their free annual and trip transportation over their lines.*

File No. 496.43

FRIDAY, the 5th day of February, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the applications and what is alleged in support thereof—  
*It is ordered:*

1. That the terms and conditions on passes of the undermentioned companies, which are on file with the Board by letter of Applicants dated December 12, 1942, on file No. 496.43, be, and the same are hereby, approved, the names of the said Companies being—

Northern Pacific Railway Company

Great Northern Railway Company

Midland Railway Company of Manitoba

Vancouver, Victoria & Eastern Railway & Navigation Company

Nelson & Fort Sheppard Railway Company.

2. That General Order No. 513, dated June 1, 1933, be hereby amended by deleting therefrom the names of Great Northern Railway and Northern Pacific Railway.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 641

*In the matter of emergency shipments by railway express of ammunition and other military explosives or dangerous articles.*

File No. 1717.96

WEDNESDAY, the 17th day of February, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Whereas it appears to the Board to be necessary, under present war conditions, to expedite emergency shipments by rail of ammunition and other military explosives or dangerous articles;

Now, therefore, in pursuance of the powers conferred upon the Board by Sections 349 and 350 of the Railway Act, and of all other powers possessed by the Board in this behalf—

*It is ordered*

1. That, during the present war emergency and until further Order of the Board, and subject to the proviso hereinafter set out, carriage by railway express of emergency shipments of ammunition and other military explosives or dangerous articles, when such shipments are made by, for, or to the Army, Navy, or Air Departments of the Department of National Defence for Canada, or any Government-controlled war industry, be, and it is hereby, authorized.

Provided, however, that no such shipment shall be made until it has been approved by the Board's Director of Operation upon application to him by the Express Traffic Association of Canada, with the concurrence or consent of the Railway Association of Canada, or of the appropriate operating official of the railway over which such shipment is to be made.

2. That the following regulations be, and they are hereby, prescribed in respect of shipments hereby authorized:—

(1) Upon approval for shipment, the Inspector of the Bureau of Explosives of the territory concerned shall be notified of the impending movement by the Express Traffic Association of Canada.

(2) Shipments loaded into an express car occupied by an express company's employee must be so loaded that they will not fall or be damaged by other shipments, and must not be loaded against heater pipes or other sources of heat. No placards are required on car while occupied by an express company's employee.

(3) Shipments loaded into a sealed express car, or a car not occupied by an express company's employee, must be securely blocked and braced in the car. They must not be loaded near heater pipes or other sources of heat, and the heating system must be shut off the car.

(4) Sealed cars must be certified and placarded with the EXPLOSIVES placard when explosives of the Class A or dangerous group are loaded therein. Cars must be placarded with the DANGEROUS placard when explosives of the Class B or Less Dangerous group are loaded therein.

(5) A railway express car which is a part of a passenger car shall not be used for the transportation of ammunition and other military explosives authorized by these instructions.

(6) The Express Traffic Association of Canada and the railway companies concerned shall at all times facilitate the inspection of shipments by the Inspectors of the Bureau of Explosives, or by duly qualified railway employees designated by the said Bureau, or otherwise to make certain that shipments are properly and securely blocked and braced in car away from heater pipes or other sources of heat.

3. That the provisions of this Order shall not apply to shipments which are authorized or permitted under any other Order of the Board.

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 642

*In the matter of the application of The Express Traffic Association of Canada for an Order amending General Order No. 631, dated October 30, 1942, which permits the handling of samples of cannon proof rounds for testing purposes of cordite or nitrocellulose propellant by express between certain points as designated in the Order and under certain conditions.*

File No. 1717.12.3

FRIDAY, the 19th day of February, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered* that the said General Order No. 631, dated October 30, 1942, as amended by General Order No. 637, dated January 13, 1943, be, and it is hereby, amended by adding the following words after the words, "Oshawa, Ontario, and Ottawa, Ontario," in paragraph numbered 1 thereof, namely:—

"Cherrier, Quebec, and Halifax, Nova Scotia  
Cherrier, Quebec, and Saint John, New Brunswick."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 643

*In the matter of the application of the Railway Association of Canada for an Order amending the Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees.*

File No. 1750.17

FRIDAY, the 26th day of February, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading what has been filed in support of the application; and upon the recommendation of the Director of Operation of the Board—

*It is ordered* that, during the present war emergency and until further Order of the Board, the Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees, as prescribed by General Order No. 449 dated September 8, 1927, be amended by striking out the paragraph numbered 19 thereof.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 644

*In the matter of the application of The Railway Association of Canada for an Order amending the Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees.*

File No. 1750.17

WEDNESDAY, the 14th day of April, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading what has been filed in support of the application; upon the consents of the Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Engineers, and Order of Railway Conductors of America, filed; and upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That, during the present war emergency and until further Order of the Board, the Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees as prescribed by General Order No. 419 dated September 8, 1927, be amended by striking out the paragraph numbered 7 thereof and substituting therefor the following:—

“7. With the exception of applicants for entrance to service under classes A, B, and C, who are below 40 years of age, glasses for near vision may be used by all those undergoing examination for entrance to service, promotion, and re-examination.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 645

*In the matter of the application of The Railway Association of Canada for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight to permit the re-use of black powder kegs for shipments of black powder:*

File 1717.87.21

FRIDAY, the 28th day of May, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, as amended, be, and they are hereby, further amended by adding after the paragraph numbered 21-6 on page 17 the following:—

*“Note.—During the present emergency, or until further Order of the Board, metal kegs may be re-used for shipments of black powder after being thoroughly inspected and the keg and its closure are found to be in good condition and sift proof.”*

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 646

*In the matter of the application of The Railway Association of Canada for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight to permit the use of uncreped paper bags for shipments of sodium azide:*

File No. 1717.97

FRIDAY, the 28th day of May, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, as amended, be, and they are hereby, further amended by adding after the paragraph numbered 281-8 on page 53 the following:—

*“Note.—During the present emergency, or until further Order of the Board, uncreped duplex waterproof Kraft paper bags may be used when making shipments of sodium azide.”*

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 647

*In the matter of the application of The Express Traffic Association of Canada for permission to ship certain quantities of dry lead azide.*

File No. 1717.12.5

FRIDAY, the 25th day of June, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph (e) of Rule No. 4 (Group 1), the following proviso:—

“Provided, however, that during the present emergency and until further Order of The Board of Transport Commissioners for Canada, movement may be made by railway express of sample shipments of dry lead azide consigned by, for or to the National Research Council, Explosives Testing Committee, between points in Canada as follows:—

“(a) The maximum quantity of dry lead azide not to exceed 5 grammes in weight;

“(b) To be packed in accordance with Specification for Packing of Lead Azide for transportation by railway express as follows:—

“SPECIFICATION FOR PACKING OF LEAD AZIDE (SERVICE)  
FOR TRANSPORTATION BY RAILWAY EXPRESS

*Inner Container*

Glass tube or bakelite tube not more than  $\frac{1}{2}$  inch internal diameter, nor more than 2 inches long.

Rubber stopper, secured by adhesive tape (or equivalent).

Maximum quantity in one shipment not to exceed 5 grammes.

Loaded dry—Excess space packed lightly with suitable soft tissue paper.

Sufficient adhesive tape to form a combined seal for tube, cork and also supply a suitable tag about 4 inches long, doubled, to readily withdraw the sample.

*Steel Container.*

Steel nipple  $1\frac{1}{2}$  inches diameter, 6 inches long.

Screw caps at each end of which one is distinctly marked (coloured) signifying the cap to be unscrewed, to remove the inner glass tube or bakelite container.

The inner glass tube or bakelite container to be packed in steel container using rock-wool packing.

*Inner Wooden Case*

Inside measures 3 inches by 4 inches by 9 inches,  $\frac{3}{4}$ -inch lumber, secured by 2-inch screw nails. The steel container to be packed in this inner wooden case, using rock-wool packing.

*Outer Wooden Case*

Outside measurements  $17\frac{1}{2}$  inches by  $9\frac{1}{2}$  inches by 13 inches,  $\frac{3}{4}$ -inch lumber, secured by 2 inch screw nails.

The whole to be packed in outer wooden case with at least 2 to 3 inches of rock-wool packing, top, sides, ends, and bottom.

“(c) Not more than one shipment of five grammes of dry lead azide, packed in the foregoing manner, shall be shipped on any one train.

*Marking and Labelling*

Each outside case or box must be plainly marked, ‘*EXPLOSIVE—HANDLE CAREFULLY*,’ and labelled, ‘*EXPLOSIVE*,’ Red Label.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 648

*In the matter of Rules and Regulations governing the Construction and Filing of Freight and Passenger Schedules with the Board, approved by General Order No. 479, dated June 28, 1929, and as amended by General Order No. 575, dated July 14, 1938, and General Order No. 617, dated March 13, 1942.*

File No. 606

THURSDAY, the 12th day of August, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers expressly conferred under Sections 324 and 325 of the Railway Act, and of all other powers possessed by the Board in that behalf—

*It is ordered:* That the regulations as contained in Circular No. 223, governing the construction and filing of freight and passenger schedules with the Board, be amended, as of the date of this Order, as follows:—

1. Rule 9 is amended by striking out the present rule and substituting therefor the following:

“9. OFFICIAL DISTANCE TABLE

(1) Each carrier shall publish, and file in duplicate under a C.T.C. number, an ‘Official Distance Table’, which shall contain the exact distance, extended not to exceed two decimal points, between its stations.

(2) The Official Distance Table shall contain the following clause:—

‘In computing the distance governing traffic handled under mileage rates to unloading or from loading sidings not named herein, the mileage published to or from the nearest station or point thereto shall be used.’

(3) Unless included in the ‘Official List of Freight Stations in Canada’ (See Rule 9-A), the ‘Official Distance Table’ shall also show the names of the points at which freight traffic may be interchanged with the lines of connecting carriers, the names of the carriers with which freight traffic may be interchanged at such points, whether carloads or less, or both, and the method of interchange (switch connection or cartage). If connection is made through an intermediate carrier, it shall be so shown.

(4) Tariffs which contain mileage rates shall give reference, by C.T.C. number, to the ‘Official Distance Table’.

(5) This rule applies to both freight and passenger mileage. One schedule containing both freight and passenger mileage will be deemed sufficient, but, if both are included in the one schedule, C.T.C. numbers shall be allotted in both freight and passenger series and copies filed under separate filing advices in both series.”

2. By the addition of the following Rule, viz:—

“9-A. STATION LISTS



(1) A tariff publication, entitled 'Official List of Freight Stations in (Eastern or Western) Canada', may be filed containing:

- (a) Alphabetical and geographical list of stations with index numbers and railroad locations;
- (b) prepay requirements;
- (c) station facilities;
- (d) restrictions as to non-acceptance and non-delivery of freight;
- (e) additions and changes in names of stations;
- (f) abandonment of stations;
- (g) points at which freight traffic may be interchanged with connecting carriers, the names of such connecting carriers, and the method of interchange (switching or cartage). If connection is made through an intermediate carrier, it shall be so shown.

(2) No rates or charges, nor any information which will in any way increase or decrease the rate or charge in the tariffs making reference to this publication can be shown therein.

(3) Changes in such a tariff may be made on not less than one day's notice, by noting thereon reference to this rule, but no change shall be made therein in advance of the date approved by the Board where its prior approval is necessary.

(4) Except as provided in Paragraph 5 of this rule, tariffs to be governed by such station list shall make reference thereto in substantially the following manner:—

'Governed, except as otherwise provided herein, as to prepay requirements, station facilities, changes in names of stations, additions and abandonment of stations, restrictions as to non-acceptance or non-delivery of freight by: (follow with full reference to the governing tariff or tariffs).'

(5) Tariffs applicable from points in the United States of America to points in Canada may refer to the 'Official List of Open and Prepay Stations No. 58, A. P. Leland, Agent, C.T.C. No. 23', or subsequent reissues thereof, provided the latter tariff includes a clause reading substantially as follows:—

'The detail embodied herein respecting station facilities in Canada is for ready information only. See Agent.....Tariff No..... C.T.C. No....., for official List of Freight Stations in Eastern Canada and Agent.....Tariff No....., C.T.C. No....., for Official List of Freight Stations in Western Canada.'

(6) After authority to abandon a station has been granted by the Board of Transport Commissioners for Canada, the abandonment shall be accomplished by an appropriate amendment to the Official Station List, as herein authorized to be published, and all rates to or from such station shall have become inapplicable from the date of abandonment specified in the Station List. Abandoned stations shall be eliminated from each rate tariff in the first supplement or revision thereto, or reissue thereof, following the effective date of the abandonment. In eliminating abandoned stations from tariffs, such elimination shall be accomplished by a specific notation or suitable rule that the station involved is 'eliminated account abandoned effective.....in Official List of Freight Stations (specify the tariff reference).' Elimination by supplement is to be continued throughout the effectiveness of the tariff, and, when reproduced in subsequent supplements, indicated as a reissue from the supplement in which it was first published

but without indicating the effective date of such supplement. The substance of the provisions of this paragraph shall be embodied as a Rule in the Station Lists.

(7) Changes in tariffs as a result of abandonment or changes in names of stations are not required to be indicated by symbols denoting an increase or decrease as described in Rule 23; in lieu thereof, a suitable uniform symbol may be used to indicate such changes."

3. Rule 34 is amended by adding thereto the following paragraph:—

"(k) Information as to prepay requirements, station facilities and restrictions as to non-acceptance and non-delivery of freight. (This rule is inapplicable if the information is published in the manner authorized by Rule 9-A)."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 649

*In the matter of the application of The Express Traffic Association of Canada, for an Order amending General Order No. 626, dated August 18, 1942, which permits shipments of 40-millimetre and 57-millimetre cartridges from and to certain points as designated in the order:*

File No. 1717.12.9

FRIDAY, the 13th day of August, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

It is ordered that the said General Order No. 626, dated August 18, 1942, as amended by General Order No. 635, dated January 12, 1943, be, and it is hereby, amended by adding the following words after the words, "Cherrier, Quebec, to Hamilton, Ontario," in the proviso in the operative part of the Order:—

"Pickering, Ontario, to Halifax, Nova Scotia."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 650

*In the matter of the application of The Express Traffic Association of Canada for permission to ship by express detonator bursters from Lachute, Quebec, to Camp Borden and Angus, Ontario.*

File No. 1717.12.70

TUESDAY, the 17th day of August, A.D. 1943.

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph (h) of Rule No. 4 (Group 1), the following:—

“Provided, however, that during the present emergency and until further Order of The Board of Transport Commissioners for Canada, shipments of detonator bursters for Aircraft Bomb No. 28, Mark 1, when consigned to or from the Department of National Defence, may be made by express from Lachute, Quebec, to Camp Borden and Angus, Ontario, under the following conditions:

- (i) Ten (10) detonator bursters to be packed in Metal Cylinder No. 284, Mark II, III, IV or V.
- (ii) Four (4) Metal Cylinders No. 284 to be packed in wooden Service Box B-201.
- (iii) Each Service Box B-201 to be labelled with red explosive label.
- (iv) Each Service Box B-201 to be plainly marked, ‘DETONATOR BURSTERS’.
- (v) Not more than four (4) Service Boxes B-201 shall be shipped on any one train.”

J. A. STONEMAN,  
*Commissioner.*



## GENERAL ORDER No. 651

*In the matter of the application of The Railway Association of Canada for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight so as to cover the procedure to be followed when it becomes necessary to remove a car seal on any car containing explosives and apply a new one:*

File No. 1717.87.25

THURSDAY, the 26th day of August, A.D. 1943.

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, as amended, be, and they are hereby, further amended by adding after the paragraph numbered 471 on page 71 the following:—

“471-1. When a car seal is changed on a car of explosives, a record must be made showing the following information:

<i>Railroad</i>	<i>Place</i>	<i>Date</i>
Number or description of seal broken.....		
Number or description of seal used to reseal car.....		
Reason for opening car.....		
Condition of load.....		
Name and occupation of person opening car.....		

.....  
This record shall be shown on waybill or other form or memorandum which shall accompany car to destination.”

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 652

*In the matter of the application of the Trainmen's Association of Canada for the revision of Order No. 5888, dated December 16, 1908, making provisions for the protection of railway employees; and General Order No. 236, dated May 20, 1918, made therein;*

*And in the matter of the application of The Railway Association of Canada for an Order amending the said General Order No. 236.*

File No. 1750.218

SATURDAY, the 11th day of September, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said General Order No. 236, dated May 20, 1918, be, and it is hereby, amended by adding the following after the paragraph numbered 5(c):

“(cc) During the present emergency and for the duration of the war, or until further order of the Board, telegraph or telephone operators engaging in the operation of trains, or handling train orders, must be not less than 17 years of age upon entering the service, and shall not be used as telegraph or telephone operators until they have had a further six months' practical experience in a station under the supervision of a competent telegraph operator and be able to pass the required examinations on train rules and regulations, and be thoroughly acceptable to railway operating officers.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 653

*In the matter of the application of The Railway Association of Canada for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight so as to include certain additional explosives which may be shipped by rail freight.*

File No. 1717.87.26

THURSDAY, the 7th day of October, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board —  
*It is ordered:*

1. That the commodity list of principal explosives and other dangerous articles included in the said Regulations for the Transportation of Explosives and other Dangerous Articles by Freight be, and it is hereby, amended as follows:—

- (a) by adding after the words "Alkaline, electrolyte liquids," under the heading "Article," on page 4, the words "Amatol, dry, see High explosives";
- (b) by adding after the words "Dinitrochlorbenzol, solid," under the heading "Article," on page 7, the words "Dinitroxydiethyldinitro-oxamide, see High Explosives; Dinitroxyethylnitramine, see High Explosives";
- (c) by adding after the words "Pentaerythrite tetranitrate, see Initiating Explosives," under the heading "Article," on page 11, the words "Pentolite, dry, see High Explosives."

2. That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, as amended by General Order No. 606, dated September 26, 1941, be, and they are hereby, further amended by striking out the paragraph numbered 50-1A on page 22 thereof and substituting therefor the following:—

"50-1A. Amatol, ammonium picrate, dinitroxydiethyldinitro-oxamide; dinitroxyethylnitramine, nitroguanidine, nitrourea, pentolite, picric acid, tetryl, trinitroresorcinol, and trinitrotoluene, in dry condition, in addition to containers prescribed in paragraph 49, must be shipped in containers complying with the following specifications."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 654

*In the matter of the application of The Railway Association of Canada for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, relative to the placarding of cars containing smokeless powder shipments, to conform with those already in effect in the United States.*

File No. 1717.87.27

WEDNESDAY, the 3rd day of November, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

It is ordered that the said Regulations for the Transportation of Explosives and other Dangerous Articles by Freight be, and they are hereby, amended as follows:—

(1) by striking out paragraph numbered 326-1A (page 61) and substituting therefor the following:

“326-1A. For the transportation of smokeless powder for small arms in quantity exceeding 50 pounds and all dangerous explosives, Class A, except blasting caps and electric blasting caps not exceeding 1,000 caps, only closed cars, certified and placarded ‘Explosives,’ may be used;”

(2) by striking out paragraph numbered 327-12 (page 61) and substituting therefor the following:

“327-12. A car must not be loaded with any of the dangerous explosives, Class A, or smokeless powder for small arms in quantity exceeding 50 pounds until it shall have been thoroughly inspected by a competent employee of the carrier, who shall certify as to its proper condition under these regulations and shall sign certificate No. 1 prescribed in paragraphs 328-1 and 2;”

(3) by striking out paragraph numbered 330-1 (page 62) and substituting therefor the following:

“330-1. Dangerous explosives, Class A, smokeless powder for small arms in quantity exceeding 50 pounds, and initiating or priming explosives, must not be transported in the same car with nor be stored on railway property near any of the dangerous articles other than explosives for which red, yellow, green, or white (acid or corrosive liquid) labels are prescribed herein, nor with charged electric storage batteries;”

(4) by striking out paragraph numbered 415-1 (page 65) and substituting therefor the following:

“415-1. ‘EXPLOSIVES’ placards as prescribed by paragraph 420 must be applied to certified cars containing dangerous explosives, Class A (see paragraphs 34 to 65), and smokeless powder for small arms in quantity exceeding 50 pounds.

“NOTE.—Cars also requiring ‘Poison Gas’ placard must bear both;”



(5) by striking out paragraph numbered 415-2E (page 65) and substituting therefor the following:

"415-2E. Cars containing shipments of less dangerous explosives, Class B (see pars. 66-1, etc.).

"See pars. 326-1A and 415-1 for placarding cars containing shipments of smokeless powder for small arms in quantity exceeding 50 pounds.

"NOTE.—For cars also requiring the 'Poison Gas' placard see par. 415."

(6) by adding after paragraph numbered 415-2E (page 65) the following:

"415-2E1. When Class A explosives or smokeless powder for small arms in quantity exceeding 50 pounds are loaded in the same car with less dangerous explosives, Class B, only the 'EXPLOSIVES' placard is required."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 655

*In the matter of Section 13 of the Board's General Interswitching Order No. 252,  
dated October 26, 1918.*

Case No. 2846

SATURDAY, the 6th day of November, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of the Traffic Department of the Board—

It is ordered that Section 13 of General Order No. 252, dated October 26, 1918, be, and it is hereby, amended to read—

“If an exceptional rate is published to apply to or from the tracks of the line haul carrier only, the total charge to apply on any shipment originating on or for delivery on the tracks of a terminal (switching) carrier shall not exceed the lower of the following: (1) the exceptional rate plus the interswitching toll of the terminal (switching) carrier (including any intermediate carrier), without the absorptions prescribed in Section 7 hereof; or (2) the ordinary rate subject to absorption of interswitching charges as prescribed in Section 7 hereof. Tariffs containing exceptional rates shall, by an appropriate clause therein, so provide.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 656

*In the matter of issuance of free or reduced rate transportation by railway companies within the legislative authority of the Parliament of Canada.*

File No. 496.27.

MONDAY, the 13th day of December, A.D. 1943.

J. A. CROSS, K.C., *Chief Commissioner*,  
 HUGH WARDROPE, *Assistant Chief Commissioner*,  
 J. A. STONEMAN, *Commissioner*,  
 F. M. MACPHERSON, *Commissioner*.

In pursuance of the powers conferred upon it by section 345 of the Railway Act and of all other powers possessed by the Board in that behalf, -  
 THE BOARD DOETH ORDER AND DIRECT:

1. That the railway companies subject to the jurisdiction of the Board be, and they are hereby, permitted, until further order, direction, or permission of the Board, to issue free transportation only to the persons, and subject to the limitations and restrictions, if any, as set out below, namely:—

- (1) Destitute or homeless persons transported by charitable societies and the necessary agencies employed in such transportation.
- (2) Directors, officers, agents, and employees of the railway company issuing, or their families.

Part-time medical officers may be furnished with annual passes confined as to use in the territory embraced within such officer's appointment and duties; also including, where the railway company considers it justifiable in the interest of its medical services, the nearest town or city outside of such officer's district where there is adequate hospital accommodation, and, in some cases, to cover the journeys that such officers may have to make to some adjacent division or headquarters point. (See Note.)

In addition to the foregoing, these medical officers and their wives and dependent members of their families may be granted the privilege of trip passes once a year to any point on the company's line, or, for special reasons, such additional passes as the railway may consider justified by the circumstances. The total number of trip passes under this authority must not however exceed four in the case of any medical officer, wife or dependent in any one year.

*Note.*—Where territorial application of medical officer's annual pass extends beyond the boundary of the district covered by his appointment, a report in each case giving the reasons why the railway company considers such extension necessary shall be made to the Board.

Annual passes may be furnished watch inspectors only when required to travel officially on such duties and should be confined as to use in the territory embraced within such inspector's official duties (unless authority obtained from the Board for reasonable extension thereof to some point beyond on account train service, etc.).

In addition to the foregoing, the railway may issue trip passes once a year to any point on the company's line to watch inspectors and their wives and dependent members of their families; no trip passes in excess thereof to be issued except as the Board may authorize on application of the railway.

Trip passes may be furnished bona fide and established tourist and travel agents and their full-time salaried employees travelling with the concurrence of the railway, to service and/or solicit traffic for the issuing railway.

Trip passes may be issued to individuals whom the issuing railway desires to use as conductors, leaders, interpreters or guardians of revenue passengers to perform services which would otherwise require to be performed by salaried employees of the carrier.

(3) Former officers (not including directors) and employees of the issuing railway company as follows:—

- (a) Such retired, pensioned, furloughed or superannuated officers and employees of the company as are carried on its official records of such retired, pensioned, furloughed or superannuated officers and employees, and dependent members of their families;
- (b) Officers and employees who have become disabled and infirm in the service of the company and dependent members of their families;
- (c) Dependent members of families of deceased officers or employees of the company;
- (d) Remains of deceased officers or employees of the company or dependent members of their families.

(4) Exchange of free transportation with other railways or transportation companies for their officers (not including directors), agents and employees and their families. (See Notes 1 and 2.)

Former officers (not including directors) and employees of railway companies other than the issuing railway company and transportation companies where there is an exchange of free transportation with such other railway and transportation companies as follows:—

- (a) Such retired, pensioned, furloughed or superannuated officers and employees of other railway and transportation companies as are carried on such other companies' official records of retired, pensioned, furloughed or superannuated officers and employees and dependent members of their families.
- (b) Officers and employees who have become disabled and infirm in the service of such other railway and transportation companies and dependent members of their families.
- (c) Dependent members of families of deceased officers or employees of such other railway and transportation companies.
- (d) Remains of deceased officers or employees of such other railway or transportation companies or of dependent members of their families.

(See Notes 1 and 2.)

*Note 1.*—Bus companies, transfer companies and highway freight-ing companies are not deemed to be "transportation companies" within the meaning of the term as used in section 345 of the Railway Act.

*Note 2.*—Free or reduced rate transportation under this clause may be issued only when requested in an official application from the



other railway or transportation company signed by an officer of such company authorized to request exchange free transportation. Applications for exchange transportation must also contain the following declaration:—

“The person for whom, or on whose account, this transportation is requested is (was, if furloughed, retired or deceased) carried regularly and in good faith on the pay-roll, remuneration being entirely by salary (not commission), and devotes (devoted) substantially all his working time to the performance of duties on behalf of this company.”

- (5) Officers and employees of traffic associations and similar joint agencies maintained by, or on behalf of, carriers, and their families; retired officers and employees of such organizations and dependent members of their families; and dependent members of the families of deceased officers and employees of such organizations.
- (6) Between points within the province, to members of the provincial legislatures during term of office.
- (7) Dependent members of the families of members of the Senate; and dependent members of the families of members of the House of Commons, until ten days after date of dissolution of Parliament.
- (8) Officers and employees of the railway branch of the Department of Transport, and their families; to be restricted in the case of officers and employees not holding annual passes to one trip pass per calendar year when on annual vacation leave, except in special cases, such as death or serious illness in the immediate family, or when travelling on business of the railway branch of the department.
- (9) Governor-General, and staff, and families.
- (10) Members of the Interstate Commerce Commission of the United States and the officers and staff of such commission.
- (11) Exchange of passes or franks with telegraph, telephone and cable companies for their officers, (not including directors) agents and employee and their families.

*Note.*—Free or reduced rate transportation under this clause may be issued only when requested in an official application from the telegraph, telephone or cable company signed by an officer of such company authorized to request exchange transportation. Applications must also contain the following declaration:—

“The person for whom or on whose account this transportation is requested is carried regularly and in good faith on the pay roll remuneration being entirely by salary (not commission), and devotes substantially all his working time to the performance of duties on behalf of this company.”

- (12) Members of the press.

(a) Free transportation to be restricted to members of the Canadian Press, or press associations, and not to include press representative of a foreign country entering or travelling in Canada, except where authorized by the Board. Representatives of a foreign newspaper resident in Canada will be governed by the regulation for the Canadian Press as set out in (b) hereof;

- (b) Free transportation for representatives of the Canadian Press, or press associations, other than a senior executive officer, to be confined to salaried members of the editorial staff of press associations, newspapers, and magazines of standing. For transportation issued under this paragraph, receipt to be obtained by the railways from the person to whom issued, stating name, occupation, name of association or publication, territory over which pass is issued, and for what purpose it is required.
- (13) Deputy ministers of departments of the federal Government, and those having the rank of deputy ministers.
- (14) Private secretaries of ministers of the Dominion Government, of the Speakers of the Senate and House of Commons, and of the Leaders of the Government and official Opposition in the Senate and House of Commons.
- (15) Agents of the Immigration and Colonization Departments of provincial Governments actually accompanying parties of immigrants from the Atlantic seaboard to points within their respective provinces, or when travelling to the seaboard for this purpose.
- (16) Departments of Immigration and Customs of the United States, for such representatives of the departments as may be required by the Commissioner or Deputy Commissioner of Immigration, or Collector or Deputy Collector of Customs in charge of the district.
- (17) Immigration and Colonization Department of Canada—to immigration officers as may be required in connection with their official duties; also one immigration officer of each of the Provincial Governments, as directed by the minister.
- (18) Dominion and provincial agricultural demonstration cars and necessary attendants.
- (19) One chief inspector, and six inspectors of live stock cars and yards of the Department of Agriculture of the Dominion Government; the free transportation to the six inspectors to be limited to the territory in which each inspector is officially required to travel.
- (20) Canadian Forestry Association's demonstration car and necessary attendants, also demonstration sets in regular baggage car service.
- (21) Shipments of fish eggs, fish fry, fingerlings and parent fish, of sporting fish varieties only, and attendants in charge, when made by Dominion or Provincial Governments; Dominion or Provincial Governments' fish cars when engaged in the transportation of such shipments; and return of attendants, fish cars and empty containers used in connection with the transportation of such shipments.
- (22) Railroad Y.M.C.A. officers and employees bona fide engaged in railway work and dependent members of their families, over railway upon which railroad branch of the Y.M.C.A. at which employed is located; also such general officers of the Y.M.C.A. as are bona fide engaged in railway work. Under the second provision in this clause annual passes may be issued only to general officers of the Y.M.C.A. who devote their time exclusively to railroad Y.M.C.A. work, general officers devoting only a portion of their time to railroad Y.M.C.A. work to be confined to such trip passes as may be required in the actual carrying out of railroad Y.M.C.A. work.

- (23) Fire rangers within their respective districts, employed by Provincial Governments, when authorized by the Board.
- (24) Forest officers, Dominion Government, appointed to patrol along a line of railway under construction or in operation through the district for which they are appointed and while in the discharge of their duties.
- (25) Board of Grain Commissioners.—For the commissioners, the secretary of the board, the chief inspector, and the assistant chief inspector, the chief weighmaster and assistant chief weighmaster, and free transportation within the Western Division for the assistant grain commissioners and within the Eastern Division for the principal inspection officer under the board in that division.
- (26) Department of National Revenue.—Officers examining baggage, inspectors and their assistants, and other duly accredited officials of the Department of National Revenue, when required by the minister.
- (27) Post Office Department.—Persons travelling with mail on postal service, or any duly accredited official of the Post Office Department when required by the Postmaster General.
- (28) Police—when sworn in under section 449 of the Railway Act.
- (29) Lieutenant-Governors and members of the provincial cabinets of the various provinces, over all lines in Canada during term of office.
- (30) National Harbours Board—for the members of the Board, the executive secretary, the assistant secretary and the traffic officer.
- (31) (a) Dependent members of the families of members of the Board of Transport Commissioners for Canada and such officers and staff of the Board as the Board may determine.
- (b) Ex-ministers of the Department of Transport and ex-members of the Board of Transport Commissioners for Canada and dependent members of their families.
- (c) Such ex-officers and staff of the railway branch of the Department of Transport and of the Board of Transport Commissioners for Canada, and dependent members of their families, as the Board may authorize on application of the railways.

*Note.*—As used in clauses (b) and (c) immediately above “Department of Transport” shall include the former Department of Railways and Canals and “Board of Transport Commissioners for Canada” shall include the former Board of Railway Commissioners for Canada.

- (32) General officers of railway labour organizations who devote substantially all their working time to railway matters, and dependent members of their families.
- (33) Ambassadors, Ministers Plenipotentiary and Envoys Extraordinary for the Dominion of Canada, Canadian High Commissioners, and dependent members of their families.
- (34) Transportation under contracts, or for services rendered to the company by experts representing the vendor.
  - (a) No free transportation shall be given to persons or corporations holding contracts with railways, save and except in cases when the contract so provides and, in any such case, free transportation shall be confined to persons actually and actively engaged in carrying out the said contract. The company shall, on request of the



Board, furnish full particulars to justify the issuance of such transportation, including, when requested, that portion of the contract concerning free transportation;

- (b) A carrier using a commodity, appliance, or apparatus, with respect to which it desires the services of an expert or experts representing the vendor of such commodity, appliance, or apparatus to ensure the proper use, maintenance, or operation thereof, may give free transportation to such persons, but only for this purpose and to the extent necessary in the performance of that duty.

2. That where provision is made for "families" and "dependent members of families", the following is the interpretation placed thereupon:—

"Family", shall be held to mean and include only members thereof who are solely dependent upon the person eligible to receive family passes and household servants when travelling with or on account of the family.

"Dependent members of family" shall be held to mean only those who are solely dependent upon the person eligible to receive passes of this kind, but excluding servants or employees of any kind.

That where the inclusion of families, or dependent members of families, is permitted, requests made on their behalf, other than for wives, and in the case of railway employees, other than for wives and children under fifteen years of age, must in each instance contain details as to age, relationship, state of life (married or single), place of residence and whether with or apart from the applicant, occupation if any, and a statement signed by the applicant declaring that the information given is strictly in accordance with the facts, that the person on whose behalf request is made is solely dependent upon the applicant for support, and that such declaration is made having knowledge of the fact that passes are prohibited by law when issued to classes other than those provided by the Railway Act and Orders of the Board of Transport Commissioners.

3. That the periodical returns to be filed with the Board, as required by section 345 of the Railway Act, duly verified by affidavit as prescribed by section 4 hereof, shall contain the following particulars:—

- (1) A general statement showing separately the number of annual passes, trip passes and reduced rates issued during the period being reported under each of the numbered classes in section 1 of this Order, any passes or reduced rates not covered in such classes to be shown at the bottom of the statement as "Miscellaneous" and reference there made to such passes or reduced rates.
- (2) A typewritten statement showing full details (kind, series and number of pass or reduced rate certificate, the territory in which or points between which valid, the name of the recipient and his or her title or occupation and other information necessary to show reason and justification for issuance) of all passes and reduced rate certificates covered in classes 1 and 6 to 34 and under the heading of "Miscellaneous" in the classified statement required in the immediately preceding paragraph hereof and also of all passes or reduced rate certificates in class 2 where the officer, agent or employee does not devote his or her time exclusively to the company's interests.

Such returns shall be filed as follows for the periods set out in each year:—

January to March, inclusive, by May 1.

April to June, inclusive, by August 1.

July to September, inclusive, by November 1.

October to December, inclusive, by February 1.



The company shall keep records available and convenient for examination, whenever necessary, of such data and information as will justify the lawful issue of all, or any, of the free or reduced rate transportation issued by the company, which shall at all times be available for the inspection of the Board.

4. That the affidavit of verification covering all such returns shall be made and sworn to by an officer of the company having full knowledge of all such free or reduced rate transportation issued by the company and having access to all the records necessary to justify the issue thereof, and such affidavit of verification shall specify,—

- (a) That I am an officer of the said company having full knowledge of all the free or reduced rate transportation issued by the said company, and having the custody of, or access to, all the records of the company from which the returns of such transportation are made up under the provisions of section 345 of the Railway Act;
- (b) That I have caused records of free transportation issued by the said company to be kept in accordance with the provisions of the said section 345 of the Railway Act and the regulations and directions of the Board of Transport Commissioners for Canada by its General Orders, and the return of such free or reduced rate transportation submitted herewith for the period named therein has been prepared from such records;
- (c) That to the best of my knowledge and belief all free or reduced rate transportation issued by the company during the period covered by the attached periodical return is included therein and has been issued in compliance with the provisions of the Railway Act and of the Orders and regulations of the said Board made thereunder; and that none of the same has been issued that is not authorized by law.

5. That the companies shall make reports to the Board giving detailed information concerning all instances of misuse of free transportation discovered by them.

6. That all Orders and General Orders dealing with the issue of free or reduced rate transportation by railway companies heretofore made and issued by the Board, excepting General Order No. 290, dated the 12th day of April, 1920, General Order No. 513, dated the 1st day of June, 1933, and General Order No. 513-A, dated the 16th day of June, 1933, be and they are hereby rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## CIRCULAR No. 254(A)

File No. 43602

OTTAWA, February 8, 1943

*To Licensed Air Carriers:*

Effective April 1, 1943, the Board has prescribed the undernoted Regulations governing the filing of service schedules by licensed air carriers and you are requested to be governed accordingly.

## REGULATIONS GOVERNING THE FILING OF SERVICE SCHEDULES BY LICENSED AIR CARRIERS

- (1) Each licensed air carrier shall file with the Board a general schedule showing the points and places on each licence between which the carrier is conducting scheduled service (including flag stops and stops by prior arrangement) and full details of the date, time of departure and arrival at each point. Where schedules are operated without fixed dates or times of departure and arrival the fullest information as to the service to be given shall be shown.
- (2) All such schedules and amendments thereto (except as provided in paragraph 4) shall be in loose leaf form, of uniform size not exceeding  $8\frac{1}{2}$  inches by 11 inches, plainly typewritten, printed or mimeographed on durable paper. Each page shall be printed on one side only.
- (3) Subject to the provisions of paragraph 4, the first page of the general schedule shall be a title page and shall include the following:—
  - (a) Full name of carrier.
  - (b) The general schedule number prefixed "C.T.C. (G.S.)" and consecutively numbered commencing with number one.
  - (c) A brief description of the contents.
  - (d) The date of issue.
  - (e) An effective date.
  - (f) The issuing officer's name and address.
- (4)
  - (a) Licensees having one route only, or operating all of their routes under one coordinated schedule, may file a single page schedule in lieu of the title page described in paragraph 3.
  - (b) Schedules filed in accordance with paragraph 4 (a) shall include the particulars stated in paragraph 3. Any revisions thereof, if not exceeding one page, shall be made in accordance with paragraph 10 (b).
- (5) All pages following the title page shall be consecutively numbered. The name of the carrier shall appear at the top of each page and the page number in the upper right hand corner and the general schedule number in the upper left hand corner. At the bottom of each page shall appear its date of issue and effective date.
- (6) Each schedule page shall indicate the licence number naming the points and places shown thereon. Except as provided in paragraph 4, a separate page shall be used for each scheduled service.

## TRANSPORT COMMISSIONERS OF CANADA

- (7) Each schedule shall be assigned a trip or flight number and, as far as is possible, the types of equipment operated on each schedule shall be stated. Where not possible to state the actual type of aircraft operated the schedule shall show whether the flight is being performed by an aircraft operated on wheels, floats or skis.
- (8) Where symbols are used on a schedule page the explanation thereof shall appear on the same page.
- (9) Except as provided in paragraph 4, an additional schedule may be added to the general schedule by filing a new schedule page.
- (10) (a) Changes in schedule pages shall be effected by designating the new page as, for example:—

“1st Revised Page 1, cancels Original Page 1”. Partial changes of pages will not be acceptable for filing.

(b) A General Schedule may be cancelled by another General Schedule by specific reference to the former, such as “C.T.C. (G.S.) 2, cancels C.T.C. (G.S.) 1”. Cancellation of a General Schedule also cancels all pages thereof.
- (11) Additional pages may be inserted between consecutive page numbers, where necessary, by designating the page as, for example:—“Original Page 1A”.
- (12) One copy of the General Schedule and amendments thereto shall be filed with the Board, addressed to “Director, Traffic Department, Board of Transport Commissioners for Canada, Ottawa, Canada”. (See paragraph 14).
- (13) Schedules shall be filed with a filing advice in duplicate. The duplicate copy of the filing advice will be stamped with date of receipt and returned to the sender. Filing advices shall be consecutively numbered with prefix “(G.S.)”, and shall be prepared in substantially the same manner as is required by Rule 2 of General Order No. 580 in respect of filing of tariffs.
- (14) Changes in schedules shall be filed with the Board, as required by paragraphs 12 and 13, at least ten days prior to the effective date thereof. The act of mailing is not construed as filing and schedules must reach Ottawa in time to comply with the filing requirements.
- (15) Schedules and proposed changes therein shall be posted for public inspection at the head office of the licensee, its branch offices, agencies and at airports served by its aircraft, in the same manner as is required of tariffs by Rule 17, General Order No. 580.
- (16) Subject to any delay necessitated by weather and safety conditions, all advertised schedules shall be operated in accordance with such official schedules, but if no traffic is offered for transportation at the points and on the date specified in such schedule the licensee may defer the scheduled flight to a later date and operate the same as a “deferred scheduled flight” and the tariff provisions as to “scheduled service” shall be applicable thereto.
- (17) These regulations shall become effective April 1, 1943.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*

## CIRCULAR No. 255(R)

OTTAWA, March 19th, 1943.

*File No. 43668—Inspection of Bridges operated over by railways but not owned or maintained by them.*

Recently a case has come to the Board's attention where a bridge operated over by a Railway Company was not owned by a Railway Company or inspected for safety or maintained by a Railway Company operating over it. The Board is of the opinion that in all cases where structures carry railway traffic, inspection and maintenance should be under the direct supervision of trained railway personnel.

If there are any structures operated over by your railway not now under railway inspection and maintenance, it is considered that such structure or structures should be inspected immediately. Railway Companies are requested to submit detailed information with regard to any structures of this nature over which they are operating not heretofore subject to inspection and maintenance under railway supervision.

Please acknowledge receipt.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*



## CIRCULAR No. 256(A)

OTTAWA, June 18, 1943.

*File No. 42509—Re References in Tariffs of Air Carrier Licensees to Conditions Limiting Liability.*

I am directed to advise you that the Board has made the following ruling:

If a tariff filed with the Board by an air carrier licensee contains a reference to conditions impairing, restricting or limiting the licensee's liability in respect of the carriage of any traffic, such conditions shall be completely set out in such tariff, unless such reference is to conditions completely set out in a tariff previously filed with the Board.

If any air carrier licensee has now on file with the Board any tariff which is not in accord with the above ruling, the Board will expect the licensee to make the necessary amendments to such tariff.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*

## CIRCULAR No. 257 (R)

OTTAWA, July 10, 1943.

File No. 1750.17.38

There have been instances in the past where employees in the running trades have been afflicted with heart or other ailments resulting in death while on duty and no report has been made to the Board. Some of these cases may have occurred on or around engines on the shop track or in cabooses, etc., after the completion of a trip and under circumstances where there might be some doubt as to whether or not the case was reportable.

In order to remove any such doubt I am directed by the Board to require that in all cases where men are suddenly stricken whilst on duty and death ensues that the matter be reported to the Board in the same manner as now required in the case of accidents.

Please acknowledge receipt.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*

## CIRCULAR No. 258(R)

OTTAWA, July 22, 1943.

*File 429.3 B.T.C. Regulations Relating to Plans and Specifications to be filed with the Board.*

The Board directs that when plans are submitted for approval in connection with construction or reconstruction of bridges and trestles and where highway crossings are also involved, the plan submitted should indicate the highway for at least 300' from the crossing on both sides of the structure and clearly indicate the position of the structure with relation to the travelled highway.

The Board feels that every effort should be made to avoid interference with the highway and where conditions warrant, that the structure should permit future widening of the highway with the least possible interference to views by the railway structure for the user of the highway.

Please acknowledge receipt.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*

## CIRCULAR No. 259(R)

OTTAWA, November 18, 1943.

*File 43897—re Proposed removal of trees, bushes, or other obstructions which interfere with the maintenance of adequate sight lines at highway-railway crossings.*

I am directed to advise that it has been brought to the Board's attention that there are a number of unprotected railway crossings at grade where the lines of views are obstructed by trees, bushes, etc., growing along the highway and along the railway right of way. Your Railway is requested to issue instructions to its maintenance of way forces to have the sight lines improved as far as possible, and also to co-operate with the authorities having jurisdiction over the highways of which the crossings form part, in order to give as adequate views of train approach as is possible.

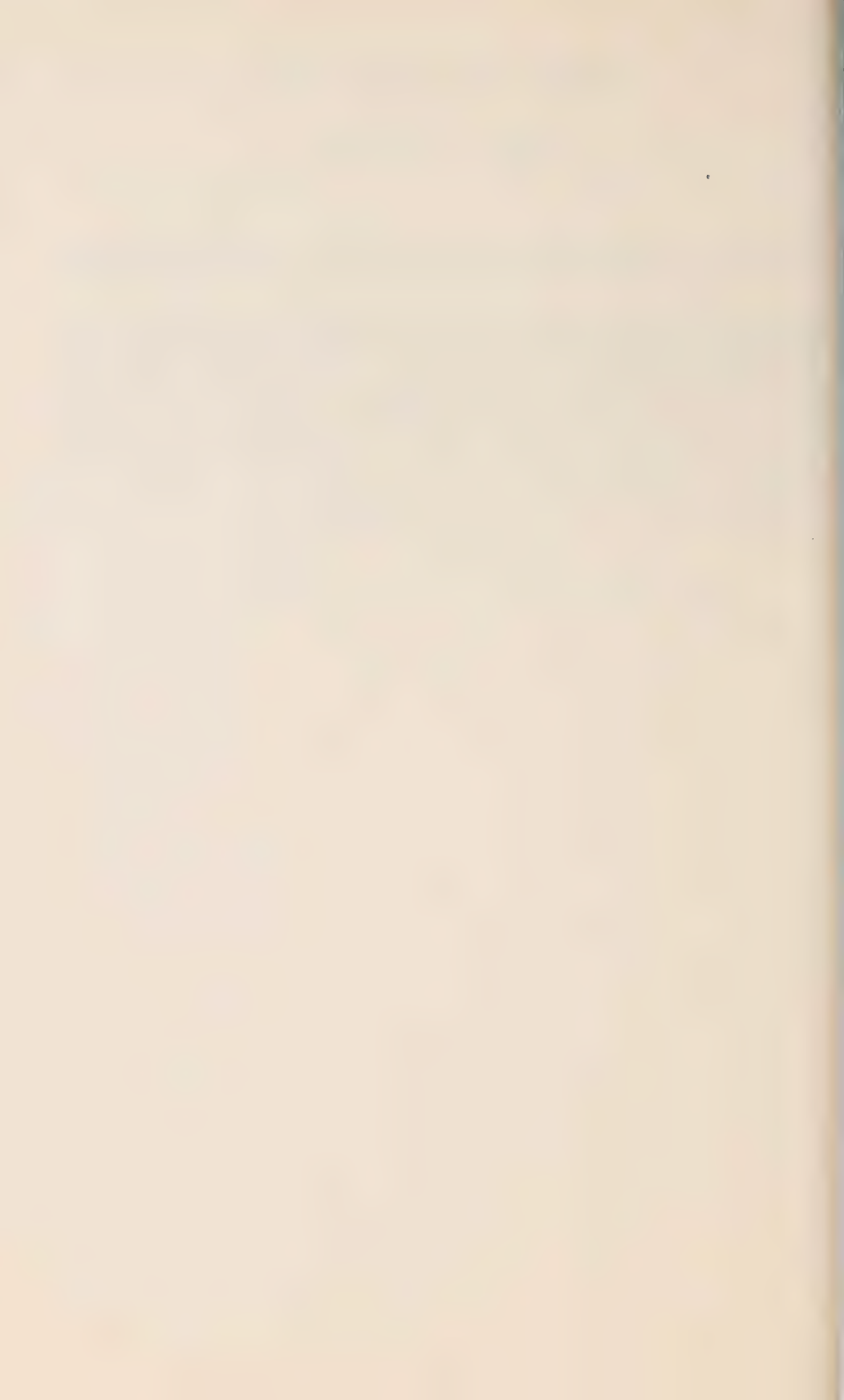
You are requested to kindly inform the Board of the action taken by your Company following the receipt of the present letter.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*









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DOMINION OF CANADA

# FORTIETH REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1944



OTTAWA  
EDMOND CLOUTIER  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1945

Price, 25 cents.





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BOARD OF TRANSPORT COMMISSIONERS  
FOR CANADA, 1944

---

J. A. CROSS, K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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# REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Fortieth Report for the year ended December 31, 1944.

Since the publication of the last report there have been no amendments to the Railway Act, but the Transport Act, 1938, was amended by the Act of the Parliament of the Dominion of Canada, 8 George VI, Chap. 25, Federal Statutes, 1944. The effect of the latter Act is to remove from the original Transport Act, 1938, all that concerns transportation by air which is now regulated by the Air Transport Board.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1944, to December 31, 1944, the Board held 19 public sittings at which 29 applications were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	6
Quebec.....	5
Manitoba.....	4
Saskatchewan.....	1
Alberta.....	1
British Columbia.....	1
Nova Scotia.....	1
New Brunswick.....	0
Prince Edward Island.....	0
Total.....	19

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1704 applications and complaints received and dealt with by the Board, 98.35 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

## GENERAL DECISIONS AND RULINGS OF THE BOARD

The general decisions and rulings of the Board appear in the semi-monthly Bulletin of the Board published through the King's Printer; and the principal decisions will also be found in the Canadian Railway Cases for the current year.

## TRANSPORT COMMISSIONERS OF CANADA

## APPEALS FROM RULINGS OF BOARD

There were no cases referred to the Supreme Court of Canada by the Board for its opinion.

There was one case carried in appeal to the Supreme Court of Canada, namely:—

Application of the Ottawa Electric Railway Company for leave to appeal to the Supreme Court of Canada from Order of the Board No. 64408, dated January 20, 1944, in the matter of the application of the City of Ottawa for reduction in fares in effect on that part of the Company's Transportation System in the City of Ottawa.  
File No. 4949-2.

There were no cases carried in appeal to the Governor in Council.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1944, was 1338. The number of general circulars issued by the Board directed to all the transport companies subject to its jurisdiction, was one. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are 13 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1944, will be found compiled under Appendix "E" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1944, was 1704.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1944, was as follows:—

Freight tariffs, including supplements.....	39,070
Passenger tariffs, including supplements.....	6,210
Express tariffs, including supplements.....	434
Telephone tariffs, including supplements.....	775
Sleeping and parlour car tariffs, including supplements.....	38
Telegraph and Radio tariffs and supplements.....	22
Bridge tolls, including supplements.....	13
Air freight tariffs, including supplements.....	308
Air passenger tariffs, including supplements.....	1,676
Water freight tariffs, including supplements.....	82
Water passenger tariffs, including supplements.....	13
Agreed Charges—tariffs.....	10
Total.....	48,651

The total number of tariffs filed from February 1, 1904, to December 31, 1944, was 2,283,574.

The details of the tariffs will be found under Appendix "A" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections was made covering the whole Dominion. These inspections for the year ended December 31, 1944, number 576 and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways and general inspections falling within the scope of the work of the Engineering Department.

Under Appendix "B" will be found report of the Chief Engineer.

## OPERATING DEPARTMENT OF THE BOARD

The following general matters were dealt with by the Operating Department of the Board during the year 1944.

General Railway Accidents (including Highway crossings).....	2,477
Highway Crossing accidents.....	340
Motive Power reports.....	58,688
Locomotives inspected.....	6,145
Internal boiler inspections.....	230
Stationary boiler reports.....	3,063
Freight cars inspected.....	66,523
Passenger coaches inspected.....	3,751
Air reservoir reports.....	4,334
Inflammable liquid installations.....	99
Fires on forested territory.....	764
Acres of forested areas burnt.....	22,023
Fireguards ploughed (miles).....	4,956
Regulations for the transportation of explosives and other dangerous articles both by freight and express.	

The work of the Operating Department during the past year has been greatly increased due to the rapid expansion of war industries and consequent heavier shipments of explosives and other war supplies. In many instances it has been necessary to amend existing Regulations and new Regulations and Specifications have had to be drawn up and General Orders promulgated to enable the railways to transport safely the many new and varied types of explosives and other dangerous articles brought into being by the necessities of war.

The number of accidents investigated totalled 2,477 involving 3,230 casualties, of which number 353 persons were killed and 2,877 injured, which is an increase over the previous year of 54 casualties.

Accidents at highway crossings for the year totalled 340 with 141 killed and 447 injured. Of this number 72 accidents occurred at crossings where there were protective devices, with the remaining 268 occurring at unprotected crossings.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

Seven hundred and sixty-four fires attributed to railways are reported to have originated on 13,890 miles of line classified as forested territory. These fires burned 9,542 acres of young forest growth, 5,101 acres of merchantable timber, 3,279 acres of slashing or old burned lands not restocking and 4,101 acres of non-forest lands.

Of this total, 302 fires burned less than  $\frac{1}{4}$  acre each; 364 fires burned over an area of  $\frac{1}{4}$  acre to 10 acres each; and 98 fires burned over an area of 10 acres each.

The total area burned over was 22,023 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$57,968.

During the fire season of 1944, 4,032 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fire Guard Requirements the railways constructed or maintained 4,956 miles of fireguards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance, by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags,



lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1944, together with the number of orders issued:—

Number of applications made.....	1,704
Number of filings received during the year.....	27,578
Number of outgoing letters during the year.....	16,540
Number of orders issued during the year.....	1,338

### CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel of the staff of the Board during 1944:—

The Board records with regret the death of Charles Harold Moore, Inspector of Railroad Safety Appliances, who passed away on January 11, 1944. Mr. Moore was an industrious and conscientious employee; he was in the employ of the Board for a period of only seven years and eleven months. He was replaced by Mr. Frank Walker Sommerville who was appointed District Inspector of the Board on July 24, 1944.

The Board lost during the year another diligent employee in the person of Alexandre Albert Belanger, who was retired on February 12, 1944, after thirty-three years and eight months of service. Mr. Belanger had entered the service of the Board in the month of May 1910 as Assistant Engineer and before he retired he had become a District Engineer of the Board.

## APPENDIX "A"

## REPORT OF THE DIRECTOR, TRAFFIC DEPARTMENT

For the year January 1st to December 31st, 1944, both dates inclusive, the number of tariff or supplementary schedules filed with the Board was as follows:—

## TARIFFS AND SUPPLEMENTS FILED

Rail				To Sept. 10/44 Air		Water		Total
Freight	Agreed Charges	Passenger	Sleeping and Par-lour Car	Freight	Passenger	Freight	Passenger	
39,070	10	6,210	38	308	1,676	82	13	47,407
Express		Telephone		Telegraph		International Bridge Tolls		
434		775		22		13		1,244
						Total all schedules..		48,651

## MARITIME ACCOUNTS

Under the Maritime Freight Rates Act for the period from July, 1943, to June, 1944, inclusive, there were filed 23,970 abstract sheets with an average of 74 rates per sheet, containing 1,773,780 rates and 886,890 extensions of charges and 23,970 columns of figures, all of which were checked. As a result of this check, 4,510 corrections were made. The total amount of reimbursement claimed by the railways was \$957,741.42 and the amount allowed was \$950,862.54 or a net deduction of \$6,878.88. During this period, 96 Orders were issued approving tariffs or rates and certifying to the normal tolls.

## CORRESPONDENCE

Two thousand four hundred and nine communications were made to carriers concerning complaints, proper interpretation of tariffs or classification and the filing of same; also, concerning powers of attorney, concurrences, free or reduced transportation and administration of the Maritime Freight Rates Act. 795 memoranda and reports were made to the Board and 625 communications to others. The total communications were 3,829.

## ORDERS ISSUED

During the year, apart from Orders issued pursuant to the Maritime Freight Rates Act, the following Orders were issued:

Traffic	Air Licences	Water Licences	Agreed Charges	Telephone	Total
49	56	14	6	14	139

## TRANSPORT COMMISSIONERS OF CANADA

## AGREED CHARGES (Part V, The Transport Act)

One new Agreed Charge was submitted for approval; 5 applications were received for fixing of similar charges to those contained in current Agreements. At December 31, 1944, 17 Agreed Charge tariffs were in effect covering the business of 91 shippers.

## AIR TRANSPORTATION LICENCES

## (Part III, The Transport Act)

At September 10, 1944, a total of 65 licences were in force, composed of 9 international between Canada and the United States, 6 interurban in Canada and 50 bush services in Northern Canada.

Chapter 25 of the Statutes of Canada, 1944, entitled, "An Act to Amend The Transport Act, 1938", provided for removal of commercial air services from the jurisdiction of the Board of Transport Commissioners for Canada, and, by Proclamation dated September 6, 1944, it was declared and directed that the said Act should come into force and have effect upon, from and after September 11, 1944.

## WATER TRANSPORTATION LICENCES

## (Part II, The Transport Act)

Fourteen licences were granted to 13 water carriers covering 88 ships on the Great Lakes and St. Lawrence River between Quebec City and the Head of the Lakes.

## MAXIMUM PRICE CONTROL

Throughout the year this Department cooperated fully with the Wartime Prices and Trade Board in *re* the administration of the Price Ceiling regulations as they concern transportation and communication services.

W. E. CAMPBELL,  
*Director.*

OTTAWA, January 5, 1945.

APPENDIX "B"

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA  
ENGINEERING DEPARTMENT

OTTAWA, January 8, 1945.

P. F. BAILLARGEON,  
Secretary, Board of Transport Commissioners  
for Canada,  
Ottawa, Ont.

SIR:—I herewith submit Annual Report covering work of the Engineering Department during the year 1944 in accordance with the statement attached.

In addition to the information on the attached table, the Engineering Department has compiled much information in connection with grade separations and diversions to eliminate grade level railway-highway crossings under consideration for postwar work.

Yours truly,

D. G. KILBURN,  
*Chief Engineer.*



## ENGINEERING DEPARTMENT—ANNUAL REPORT, 1944

THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES.

Province	Highway crossings approved	Highway crossings closed	Construction and operation of branch lines and industrial spurs	Bridges and subways approved for construction	Approval of operation over and under bridges	Highway diversions	Less than standard clearance	Railway connections	Interlocking plants and changes to plants and signals	Operation through interlocking plants	Crossings protected by flashing light signals and bells, and changes in operating circuits of wigwags and flashing light signals	Inspection of railway lines for carriage of traffic	Water pipes and sewers under railways	Farm crossings	Mining tunnels	Pedestrian crossing	Pedestrian subway	Approval of route map and location plans of railway	Abandonment of railway line	Electric gates replacing manually operated gates	Improvement of approaches to crossing	Watchman placed at crossing	Establish sight lines	Division of railway line	Changes in protection at diamond crossing at swing span gates	Crossing gates and changes to gates	Railways crossing railways	Total
British Columbia	16	1	17	4	44	...	2	4	1	...	1	1	3	...	...	...	1	...	1	...	...	...	...	...	...	...	...	96
Alberta	21	6	13	3	50	2	3	...	1	1	1	...	...	...	1	...	...	...	...	...	...	...	...	1	...	...	...	104
Saskatchewan	21	5	...	...	...	1	3	...	3	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	39
Manitoba	11	5	7	2	245	2	1	1	12	6	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	243
Ontario	22	1	30	8	6	...	26	2	15	19	21	8	3	...	...	1	...	1	1	1	2	1	...	...	...	...	...	166
Quebec	18	...	12	19	5	...	7	3	6	3	8	3	1	...	...	1	...	...	1	...	...	...	1	1	2	...	...	92
New Brunswick	4	...	1	...	...	...	3	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	10
Nova Scotia	1	3	...	...	...	...	1	...	...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9
Prince Edward Island	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	114	21	85	36	350	5	46	10	39	30	17	5	3	1	1	1	1	1	2	1	2	1	1	1	2	1	2	809

In addition to the above, many applications and complaints were dealt with which could not be recommended for approval, and numerous inspections and investigations were made in connection with track conditions, safety at highway crossings, drainage, fencing and cattle guards, and conferences were attended in connection with engineering standards and practice.

D. G. KILBURN,  
Chief Engineer.

## APPENDIX "C"

OTTAWA, Ontario, February 9, 1945.

P. F. BAILLARGEON, Esq.,  
 Secretary, Board of Transport Commissioners,  
 Ottawa, Ontario.

DEAR SIR,—I submit for the Board's fortieth report, the annual report of the Operating Department for the year ended December 31, 1944.

<i>Accidents—</i>	
Total accidents.....	2,477
Total persons killed.....	353
Total persons injured.....	2,877

<i>Fatalities—</i>	
Passengers.....	10
Employees.....	87
Trespassers and others.....	256
Total.....	353

<i>Injuries—</i>	
Passengers.....	472
Employees.....	1,820
Trespassers and others.....	585
Total.....	2,877

<i>Highway Crossing Accidents—</i>	
Accidents.....	340
Persons killed.....	141
Persons injured.....	447

<i>Motive Power—</i>	
Number of Locomotives.....	4,818
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Staybolts, Washouts, Boilers and Appurtenances, etc.....	58,688

<i>Inspection of Motive Power—</i>	
Locomotives inspected.....	6,145
Locomotives found defective.....	191
Defects.....	263

<i>Locomotive Boilers—</i>	
(Applications for extension of time for removal of flues.)	
Applications received from railways.....	237
Internal inspections made.....	230
Applications granted.....	222
Applications refused.....	8
Applications withdrawn or otherwise disposed of.....	10
Applications declined.....	1

<i>Stationary Boilers—</i>	
Number of stationary boilers.....	1,541
Inspection reports.....	3,063
Inspections made.....	450
Fire Protective appliance inspection reports.....	1,754

<i>Safety Appliance and Equipment Inspections—</i>	
Freight cars inspected.....	66,523
Passenger coaches inspected.....	3,751

<i>Inspection of Freight Cars for Correct Tare Weight—</i>	
Number of cars inspected.....	16,390
Number of cars found over due for weighing for tare.....	1,241

### ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 2,477 involving 3,230 casualties, of which number 353 persons were killed and 2,877 were injured. This is an increase over the previous year of 212 accidents, an increase of 4 killed and an increase of 58 injured.

For the year 1944, there were 92 trespassers killed and 70 injured.

Highway crossing accidents for the year numbered 340 resulting in 141 persons killed and 447 injured. A comparison with the previous year is as follows:—

	Accidents	Killed	Injured
1943.....	301	111	439
1944.....	340	141	447

Of these 340 accidents, 310 involved motor vehicles resulting in 123 deaths and injured 434. The remainder of the accidents, 30, involved horse-drawn vehicles, pedestrians, etc., and resulted in 18 deaths and injuries to 13 persons.

Of the 340 accidents at highway crossings, 222 occurred during the daytime, and 118 at night.

Accidents to the number of 93 were caused by motor vehicles running into the sides of trains at crossings, resulting in 13 persons being killed and 155 injured. 41 of this class of accident occurred during the daytime, and 52 at night. The particulars of this class of accident are as follows:—

1944	Accidents	Killed	Injured
During daylight hours.....	41	8	58
During night hours.....	52	5	97
	93	13	155

### INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of The Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In connection with cars overdue for weighing for tare, it was found that out of 16,390 cars so inspected, 1,241 were found to be overdue. Attention of the railway was drawn to such cases, and cars were worked to a scaling point, weighed and restencilled.

### INSPECTION OF MOTIVE POWER

The inspection of locomotives and car equipment, it will be readily understood entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with Railway Companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

### LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 230 internal examinations of locomotives. 218 applications were granted the full period of time requested.

Upon examination, it was found that 4 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. 8 applications were refused. 10 applications were withdrawn.

Under General Order No. 473, Locomotive Boiler Inspection Order, 58,688 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 4,818 locomotives. In addition, there were received 1,754 reports of monthly inspections of fire protective appliances on portable boilers under General Order No. 548.

#### INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 450 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified.

#### STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler Inspection Order, 3,063 report forms of semi-annual and annual inspections were filed during the year, covering 1,511 stationary boilers. The checking and recording of the above mentioned locomotives and stationary boiler reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

#### INSPECTION AND TESTING OF AIR RESERVOIRS OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4,334 report forms of inspection were filed during the year, covering 4,332 air reservoirs. Attention is being given to the matter of regulating the system of filing reports and specification cards received from railway companies and the inspections made by our Mechanical Inspectors.

#### INSPECTION OF PASSENGER EQUIPMENT: STATIONS, BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

#### INFLAMMABLE LIQUIDS: HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514 and 530 and of Circular No. 241, there were 102 applications made to the Board for approval of location of above installations and changes, which were investigated and disposed of.

The 99 applications approved covered 1 marine terminal, 1 soybean plant, 2 warehouses, 5 pipe lines, 8 dykes, 10 new bulk storage plants and 83 additions and changes to existing plants, structures, etc. This involved the installation of some 135 storage tanks having a total capacity of approximately 4,622,240 gallons.

#### GENERAL ORDER NO. 597 REGULATIONS GOVERNING THE HANDLING AND STORAGE OF LIQUIFIED PETROLEUM GASES ON OR ADJACENT TO RAILWAY PROPERTY

One installation was approved under the above General Order covering a storage building for cylinders to contain Propane Gas at a Railway Terminal.



REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS  
ARTICLES BY FREIGHT (RAIL) AND SPECIFICATIONS FOR SHIPPING  
CONTAINERS

During the past year considerable attention has been given to bringing the Regulations and Specifications up to date and Supplement No. 2 in this connection has been issued. Most of the amendments have been occasioned by conditions prevailing during the present emergency.

It has been difficult to maintain and insure safety in the transportation of explosives and other dangerous articles, in the face of emergency modifications of the Regulations and Specifications for Shipping Containers, which have been justified by the extreme necessity for furthering the War effort.

Shortage of materials from which containers are manufactured has resulted in substitute materials being used, however, the principles of safety which have been established over long years of experience have been adhered to. During the past year a number of investigations and tests have been conducted respecting steel cylinders for compressed gases, tank cars, plywood drums and other containers. Special tests have been made as to the manner of packing certain chemicals, pyrotechnics, matches and other dangerous articles.

REGULATIONS FOR THE TRANSPORTATION BY EXPRESS (RAILWAY) OF ACIDS,  
INFLAMMABLES, OXIDIZING SUBSTANCES, SAMPLES OF EXPLOSIVES,  
ETC., AND SPECIFICATIONS FOR SHIPPING CONTAINERS

During the past year, the Regulations and Specifications for Shipping Containers have been entirely revised and will issue shortly.

RAILWAY FIRE PREVENTION

General Order of the Board No. 548, Sections 280 and 281 of The Railway Act.

FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,890 miles are classified as traversing forested territory. During the fire season of 1944, railways are reported as having caused 764 fires in such territory. These fires burned over a total of 22,023 acres, with forest and other property loss valued at \$57,968.

Fires attributed to locomotives comprise 91.62 per cent of the total number of railway fires and these burned 91.45 per cent of the total area, causing 93.95 per cent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 8.38 per cent of the total number, 8.55 per cent of the area and 6.05 per cent of the total monetary loss.

All fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes total 923, burning an area of 25,111 acres of forest and non-forest land, with total estimated damage of \$62,631.

Forest valuations given above are based upon stumpage values.

FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements, 4,956 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 306,890 miles by officers of this Department.

Respectfully submitted,

C. C. STIBBARD,

*Director of Operations.*

## PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1944

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....	1	65	9	73	3	3	48	10	141
Collision head-on.....		41	2	57			16	2	98
Collision rear-end.....		61	2	68			20	2	129
Collision in yard.....				2			2		2
Collision at Diamond Crossing.....		5				1	3		6
Collision with cars account open switch.....		8	1	12			5	1	20
Equipment struck in yard during transfer or switching movement.....				26			20		26
Sideswipe.....	1			17			12		18
Public Highway crossing protected by Gates.....				1	2	12	10	2	13
Public Highway crossing protected by Lightning Flash and Bell.....					1	6	3	1	6
Public Highway crossing protected by Bell.....					4	12	10	4	12
Public Highway crossing protected by Bell and Wig-wag.....			1	4	24	45	46	25	49
Public Highway crossing protected by Watchman.....					1	4	3	1	4
Public Highway crossing Unprotected.....				39	108	324	268	108	363
Private crossing.....				6	16	41	45	16	47
Trespassing.....					92	70	158	92	70
Working on or about engine.....				104			102		104
Miscellaneous.....	20	2	123	3	33		168	5	176
Adjusting couplers, coupling and uncoupling.....			5	46			51	5	46
Run down by engine or car between stations.....			4	2			5	4	2
Accidents caused by hand car, motor or velocipede.....			4	72	3	9	57	7	81
Hand car, motor car, velocipede struck by train.....			6	39			30	6	39
Crawling under cars.....	1			1			2		2
Passing between cars, over couplers.....			1	2			3	1	2
Passing between cars, between couplers.....			1	9			10	1	9
Struck by engine or cars on adjoining track.....			3	18			21	3	18
Struck by switch stand, water spout, mail crane, or other projection.....			1	18			19	1	18
Crushed between cars and building, lumber piles.....				8			8		8
Explosion of locomotive boiler.....			3	5			3	3	5
Getting on and off passenger train.....	2	62		1		2	66	2	65
Injured when taking coal or water.....			3	19			21	3	19
Rock slides, or other obstructions on track.....		1	4	8			7	4	9
Rough coupling.....		12		146		7	139		165
Riding on pilot or foot-board of engine.....			2	37			36	2	37
Obstructions, overhead and on ground.....			1	13		1	15	1	14
Falling off top of car.....			2	42			44	2	42
Falling between cars.....			1				1	1	
Application and handling of air brakes, stopping of trains, etc.....		44		177	1	8	193	1	229
Employees getting off train in motion.....			7	141			148	7	141

## PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1944

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Employees boarding train in motion.....			1	77			78	1	77
Slipped on ice.....				21			21		21
Doors closing and other minor accidents in baggage cars and coaches.....		115		50			164		165
Run down by engine or cars at station or in yards.....	1		13	60		3	77	14	63
Caught by engine or car while throwing switch.....				1			1		1
Falling off side and end ladders of cars.....			1	89			90	1	89
While working hand brake.....				69			69		69
Handling freight and baggage.....				12			12		12
Loading and unloading O.C.S. material.....				28		2	29		30
Work train equipment, coal chutes and water tanks.....			3	16			18	3	16
Cars moved while being loaded or unloaded.....				3			3		3
Carmen working on or under cars on running track when moved.....				4			4		4
Coupling and uncoupling hose.....			1	13			14	1	13
Turning angle-cock.....			1	8			9	1	8
Coach window falling.....		13		1			14		14
Loads shifting in transit or switching.....				9			9		9
Falling or jumping off passenger train between stations.....	6	21		3	1	1	31	7	25
Cars running away; not under control.....		2	1	18		1	14	1	21
Washout.....			1	2			2	1	2
	10	472	87	1,820	256	585	2,477	353	2,877

## CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1944

## MOTOR VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	141	83	156
Night Hours.....	58	26	82
Total.....	199	109	238

## HORSE-DRAWN OR OTHER VEHICLES STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	5	4	1
Night Hours.....	1	1	.....
Total.....	6	5	1

## PEDESTRIANS STRUCK BY TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	17	10	8
Night Hours.....	7	3	4
Total.....	24	13	12

## MOTOR VEHICLES RAN INTO SIDE OF TRAIN

	Accidents	Killed	Injured
Daylight Hours.....	41	8	58
Night Hours.....	52	5	97
Total.....	93	13	155

## ACCIDENTS IN WHICH RAILWAY TRACK CARS INVOLVED

	Accidents	Killed	Injured
Daylight Hours.....	18	1	41
Night Hours.....	.....	.....	.....
Total.....	18	1	41

## TOTAL NUMBER OF ACCIDENTS

	Accidents	Killed	Injured
Daylight Hours.....	222	106	264
Night Hours.....	118	35	183
Grand Total.....	340	141	447

Number of accidents which occurred at crossings protected by Gates.....	10
Number of accidents which occurred at crossings protected by Lightning Flash and Bell.....	3
Number of accidents which occurred at crossings protected by Bell.....	10
Number of accidents which occurred at crossings protected by Bell and Wig-wag..	46
Number of accidents which occurred at crossings protected by Watchman.....	3
Number of accidents which occurred at crossings Unprotected.....	268

Total..... 340



## TRANSPORT COMMISSIONERS OF CANADA

NUMBER OF LOCOMOTIVES INSPECTED, AND NUMBER OF DEFECTS ON RAILWAYS,  
FOR THE YEAR ENDED DECEMBER 31, 1944

Classification	Total Defects
Air Compressor .....	1
Ash Pans or Mechanism.....	2
Blow Off Cocks .....	2
Boiler Checks.....	1
Boiler Shell .....	3
Cab Aprons or Decks .....	1
Cab Cards.....	6
Coupling or Uncoupling Devices.....	23
Draft Gear .....	5
Draw Gear .....	1
Driving Boxes, Shoes, Wedges or Pedestals.....	1
Fire Box Sheets.....	1
Frames, Tail Pieces, or Braces, Locomotive.....	2
Gauges, Steam .....	5
Gauge Cocks .....	5
Grate Shakers and Fire Doors .....	1
Handholds .....	13
Injectors and Connections .....	18
Lateral Motion .....	4
Lights, Cab or Classification.....	1
Lubricators and Appurtenances .....	1
Mudrings.....	1
Pilot or Pilot Beams.....	1
Sanders .....	5
Springs or Spring Rigging .....	3
Squirt Hose .....	1
Staybolts .....	2
Steam Pipes .....	3
Steps .....	9
Tender.....	10
Throttle or Dry Pipes.....	3
Trucks, Engine .....	2
Trucks, Tender.....	2
Washout Plugs.....	2
Water Glass, Fittings or Shields.....	23
Wheels.....	21
Miscellaneous.....	5
Fire Protective Appliances .....	78
Total Defects.....	268

	Locomotives Inspected
Canadian National.....	3,302
Canadian Pacific.....	2,376
Miscellaneous .....	467
Total.....	6,154

SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER  
THE JURISDICTION OF THE BOARD, SEASON OF 1944

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscella- neous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	31	152	25	68	10	1	4	.....	.....	291
Locomotive, Class B fires.....	74	86	23	91	21	7	23	.....	.....	325
Locomotive, Class C fires.....	25	20	9	17	4	.....	9	.....	.....	84
Employees, Class A fires.....	.....	3	3	1	2	1	.....	1	.....	11
Employees, Class B fires.....	23	1	1	3	9	.....	1	.....	1	39
Employees, Class C fires.....	7	1	1	1	4	.....	.....	.....	.....	14
Total, Class A fires.....	31	155	28	69	12	2	4	1	.....	302
Total, Class B fires.....	97	87	24	94	30	7	24	.....	.....	364
Total, Class C fires.....	32	21	10	18	8	.....	9	.....	.....	93
Total, all railway fires.....	160	263	62	181	50	9	37	1	.....	764
<i>Areas burned (acres)—</i>										
Young forest growth.....	638	2,539	1,495	3,570	471	.....	829	.....	.....	9,542
Merchantable timber.....	137	50	1,154	3,494	146	.....	60	.....	.....	5,101
Slashing or old burn.....	1,300	422	175	903	101	3	375	.....	.....	3,279
Other classes of land.....	2,031	982	332	349	266	24	115	.....	2	4,101
Total.....	4,166	3,993	3,156	8,316	984	27	1,379	.....	2	22,023
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 2,774	\$ 4,316	\$ 12,344	\$ 1,064	\$ 532	.....	\$ 1,207	.....	.....	\$ 22,237
Standing timber.....	2,092	113	16,960	6,011	42	.....	.....	.....	.....	25,218
Forest products.....	200	.....	2,687	1,124	.....	\$ 75	.....	.....	.....	4,086
Other property.....	4,042	1,201	106	854	224	.....	.....	.....	.....	6,427
Total.....	\$ 9,108	\$ 5,630	\$ 32,097	\$ 9,053	\$ 798	\$ 75	\$ 1,207	.....	.....	\$ 57,968

(a) Includes Dominion Atlantic and Quebec Central Railways.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes Maine Central, Sydney and Louisburg and Temiscouata Railways.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

## APPENDIX "D"

STATEMENT SHOWING THE TOTAL NUMBER OF APPLICATIONS MADE TO THE BOARD UNDER THE VARIOUS SECTIONS OF THE RAILWAY ACT, ALSO COMPLAINTS AND REPORTS FILED, FOR THE YEAR ENDED DECEMBER 31, 1944

Sections of the Railway Act	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....	2	1	1			2	1	1					8
Extension of time, Sec. 41.....					1			2		1			4
Appeals to the S. C. & G.-in-C., Secs. 151, 153.			1										1
Traffic Agreement, Sec. 154.....				1	1					1			3
Construction of Railways.....							1			1			2
Gas and Gasoline Pipes, Sec. 162.....													1
Location of Line, Sec. 167.....						1							1
Deviations, Changes and Removals, Secs. 165A, 178			1	2				1			1		8
Removal of Stations, Sec. 179.....	1	1	1	2			1	1		2			9
Branch Line, Secs. 180-7.....	5	7		6	3	7	8	4	9	11	10	8	78
Removal of Industrial Spurs, Secs. 187-398.....													1
Station Buildings, Sec. 188.....	1	1	9	1	4	6	3	3	1	3			34
Station Agents, Sec. 188.....			1	1	1	2		2	2	1			13
Station Accommodation, Sec. 188.....				3	1		1				2	1	7
Operation of Trains over Sidings, Sec. 193	2		3				1			2			11
Viaducts, Secs. 249, 251.....							1						1
Stations, Freight Sheds destroyed by fire.....			2	1		1	1	2			1		10
Subways, Secs. 249, 251.....	8	1		5	3	3	3	1					14
Bridges, Secs. 249, 251.....	3	1	2	5	1	2	20	5	1	6	4	4	64
Clearances, Secs. 250, 251.....	4	1	7	6	5	4	3	6	1	1	3	1	35
Interlocking appliances, Secs. 252, 254.....				5	9	4	2	3			8		45
Railway Crossings and Junctions, Secs. 252, 254					1	1							2
Highway Crossings, Sec. 256.....	6	13	5	7	12	11	21	12	5	6	5	7	110
Protection at Crossings, Sec. 257.....	15	20	16	14	13	18	6	14	9	12	16	10	163
Ditches, drains, Sec. 268.....					1		1			1			3
Culverts, Sec. 269.....				1				1					3
Sewers, Sec. 269.....											1		1
Water Pipes, Sec. 269.....						1	1						2
Farm and Private Crossings, Secs. 272, 273.....		1			1	2	1	2		2			9
Cattle Guards, Cattle pass, Sec. 274.....			6	1	4	1	1			1			15
Opening of Railways, Secs. 276, 277.....													1
Accident Reports, Sec. 280.....	(197	185	199	191	177	201	217	221	203	212	224	250	2,477)
Investigations submitted, Sec. 285.....	61	54	54	45	60	44	40	28	37	65	41	57	586
Uniformity as to rules, Sec. 288.....													2
Rolling Stock, Secs. 298, 301.....	1			2	1		1	1					4
Adjustments in Rates.....	1			3									13
Train Service, Secs. 302, 304.....		2	3		2	1					1	1	10
Whistling of Locomotives, Sec. 308.....			1			1				1			3

[illegible]

\* Total accident reports received in the Operating Department.



## APPENDIX "E"

## GENERAL ORDER No. 657

*In the matter of issuance of free or reduced rate transportation by railway companies within the legislative authority of the Parliament of Canada.*

File No. 496-27

SATURDAY, the 5th day of February, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director, Traffic Department of the Board—

*It is ordered:* That the General Order of the Board No. 656, dated the 13th day of December, 1943, be, and it is hereby, amended by striking out paragraph numbered 6 thereof and substituting therefor the following:—

"6. That all Orders and General Orders dealing with the issue of free or reduced rate transportation by railway companies heretofore made and issued by the Board (excepting General Order No. 290, dated the 12th day of April, 1920; General Order No. 513, dated the 1st day of June 1933; General Order No. 564, dated the 20th day of August, 1937; General Order No. 640, dated the 5th day of February, 1943; and Order No. 63320, dated the 1st day of March, 1943) be, and they are hereby, rescinded."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 658

*In the matter of the General Order of the Board No. 333, dated March 26, 1921, as amended by General Order No. 517, dated September 5, 1933, prescribing the form, style, size and filing procedure of tariffs of telephone tolls to be charged by telephone companies subject to the jurisdiction of the Board, and the manner in which such tariffs shall be kept for public inspection.*

File No. 3926-1

MONDAY, the 14th day of February, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of the Traffic Department of the Board—

*It is ordered that all tariffs and supplements filed with the Board must conform to the following regulations:—*

1. Tariffs and supplements must be of uniform size, namely, eight and one-half ( $8\frac{1}{2}$ ) inches wide by eleven (11) inches long. They must be plainly printed or mimeographed on paper of good quality and be consecutively numbered as provided in Rule 4.

2. Two copies of each tariff, supplement or revised pages of loose-leaf tariffs shall be filed with the Board accompanied by a filing advice, in duplicate, consecutively numbered (*see* Appendix A). The original filing advice will be retained and the duplicate stamped with date of receipt and returned. Both copies of the tariffs, supplements or revised pages of loose-leaf tariffs, if approved, will be so endorsed, the originals to be retained by the Board and the duplicates thereof returned to the telephone company. They shall be addressed to the Director, Traffic Department, Board of Transport Commissioners for Canada, Ottawa, Ontario. If the envelope is plainly marked, "O.H.M.S.", no postage is required.

3. The act of mailing is not construed as filing. Tariffs, supplements, revised loose-leaf pages, contracts, agreements, arrangements or other forms must reach Ottawa in time to give at least the required notice:—thirty days in the case of an advance and three days in the case of other changes, before they shall have become effective.

4. Tariffs and supplements must be clear and explicit so as to leave no doubt as to their proper application. They shall show the name of the issuing company, date of issue and date effective, name, title and address of the officer issuing same, and be consecutively numbered in the following manner:—

(a) In the upper right-hand corner, each tariff shall be numbered beginning with No. 1. Such number shall be shown as follows:—

C.T.C. No. ....

(b) When tariffs are issued cancelling a tariff or tariffs previously filed, the C.T.C. number or numbers of the tariff or tariffs cancelled must be shown in the upper right-hand corner immediately under the C.T.C. number of the new tariff.

Example: C.T.C. No. 2

cancels

C.T.C. No. 1

- (c) Supplements to a tariff, in addition to showing the C.T.C. number of the tariff amended thereby, shall be numbered beginning with the number "1", and such information shall be shown in the upper right-hand corner. Supplements shall also show in the upper right-hand corner the number of any previous supplement cancelled thereby and also the numbers of the supplements containing all changes from the tariff.

Example: Supplement No. 3

to

C.T.C. No. 1

cancels

Supplement No. 2

Supplements Nos. 1 and 3 contain all changes.

5. Pages of loose-leaf tariffs shall be printed on one side only, shall be consecutively numbered and designated as original page 1, original page 2, etc. Each page shall show at the top the name of the issuing telephone company, the C.T.C. number and the page number. At the bottom of the page shall be shown the date of issue, the effective date and name of issuing officer or agent. Changes in loose-leaf tariffs shall be made by reprinting the page which shall be designated as "first revised page 1 cancels original page 1", or "second revised page 1 cancels first revised page 1", etc.

6. All tariffs, supplements and revised loose-leaf pages shall indicate changes thereby made in existing rates or charges, rules, regulations or practices by the use of the following symbols, which shall be used for no other purpose:—

◆ — to denote increases;

● — to denote reductions;

▲ — to denote changes, the result of which is neither an increase nor a reduction;

□ — to denote reissued matter;

\* — to denote new rate.

Explanation of such symbols must be published in the tariff or supplement in which used. When a change in the same character is made in all, or substantially all, rates in a tariff or supplement, or a page thereof, that fact and the nature of such change may be indicated in distinctive type at the top of each page in the following manner: "All rates on this page are (here state whether reductions or increases), except as otherwise indicated." In such case, a bold face dot "●" shall be used to symbolize a rate in which no change is made.

7. Contracts, agreements, arrangements or other forms for the regulation and interchange of telephone messages or service between suppliers of telephone service or for the division or apportionment of telephone tolls which are subject to the approval of the Board shall, so far as may be convenient, conform in dimensions with the requirements of this Order in respect of tariffs. Where, by

any such contract, agreement or arrangement, the parties thereto agree that the tariffs of one party shall apply to all communications interchanged between their respective systems, the filing of a certified copy of such agreement shall constitute sufficient notification to the Board of the concurrence of the parties in such tariffs.

8. In the matter of traffic passing over any continuous route between a point in Canada and a point in a foreign country, where such route is operated jointly with a foreign telephone system and the Canadian company uses the tariffs of the foreign system to determine rates applicable to such traffic; the Canadian company shall file with the Board one copy of such tariffs and of amendments thereto as from time to time issued: Provided that such tariffs shall not be required to be designated by a C.T.C. number, nor shall any filing advice be necessary.

And Whereas, by subsection 6 of Section 375 of the Railway Act, the Board is authorized to make regulations determining and prescribing the manner in which tariffs of telephone tolls shall be published or kept open for public inspection—

*The Board therefore further orders:*

That each telephone company deposit and keep on file in every city, town and village in which it maintains an office (or, where an office is not maintained, at the nearest company office, convenient to the public) a copy of its tariffs for service applicable at such office, such tariffs to be kept in a convenient place, open for the inspection of the public during business hours, and that the company print a notice prominently and in bold type in each of its Official Telephone Directories directing the public attention to the place in its office or offices in each city, town and village where such tariffs are on file.

That at each office where tariffs of telephone tolls are kept on file, the person in charge at such office shall, upon application, produce any particular tariffs on file thereat, for inspection.

The form of public notice aforesaid is hereby prescribed as follows:—

---

TELEPHONE COMPANY  
PUBLIC NOTICE

The Company's tariffs are open to public inspection  
and may be seen on application at any of its  
business offices.

*And the Board further orders* that the said General Orders Nos. 333 and 517, dated respectively March 26, 1921, and September 5, 1933, be, and they are hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*



APPENDIX "A"

.....  
(Name of Telephone Company)

....., 19....  
(Place and Date)

Advice No. ....

The Director, Traffic Department,  
Board of Transport Commissioners for Canada,  
OTTAWA, Ontario.

Dear Sir,—

In compliance with the requirements of the Railway Act, I transmit herewith, for filing with the Commission, copies of tariffs as follows:—

Tariff C.T.C. Number	Date Taking Effect	Description

.....  
(Name)

.....  
(Title)

(8½ inches wide by 11 inches long)

## GENERAL ORDER No. 659

*In the matter of the application of The Express Traffic Association of Canada for permission to ship by express R.C.A.F. smoke-producing chemical cartridges for practice bombs, between points in Canada.*

File No. 1717.12.77

FRIDAY, the 3rd day of March, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

It is ordered that the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph (i) of Rule No. 4 (Group 1), as amended by General Order No. 636, dated the 12th day of January, 1943, the following proviso:—

“Provided, however, that during the present emergency and until further Order of The Board of Transport Commissioners for Canada, movement may be made by railway express of shipments of smoke-producing chemical cartridges for practice bombs—R.C.A.F. Ref. 12D/204 and Ref. 12D/205, between points in Canada, consigned by, for or to the Department of National Defence for Air, subject to and upon the following conditions:

- (1) They must be packed in metal-lined wooden service box ‘C1’, packed seventy-five (75) cartridges per box.
- (2) Maximum gross weight of any one shipment of such cartridges shall not exceed 5,000 pounds in one train.
- (3) Each outside package must be plainly marked in letters not less than seven-sixteenths inch in height, ‘FIREWORKS—HANDLE CAREFULLY—KEEP FIRE AWAY’.
- (4) Each outside package must have securely and conspicuously attached the square RED LABEL CERTIFICATE FOR FIREWORKS prescribed in the Board’s Regulations: Provided that in cases where loading and unloading of shipments is performed by personnel of the Department of National Defence, labelling of packages is not required.
- (5) Shipments loaded into an express car occupied by an express company’s employee must be so loaded that they will not fall or be damaged by other shipments, and must not be loaded against heater pipes or other sources of heat. No placards are required on car while occupied by an express company’s employee.
- (6) Shipments loaded into a sealed express car, or a car not occupied by an express company’s employee, must be securely blocked and braced in the car. They must not be loaded near heater pipes or other sources of heat, and the heating system must be shut off the car.
- (7) Sealed cars must be placarded with the DANGEROUS placard.
- (8) Shipments shall not be loaded in a railway express car which is a part of a passenger car.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 660

*In the matter of the application of the Inspection Board of the United Kingdom and Canada for an Order amending General Order No. 631, dated October 30, 1942, which permits the handling of samples of cannon-proof rounds for testing purposes of cordite or nitro-cellulose propellant by express between certain points as designated in the Order and under certain conditions.*

File 1717.12.3

FRIDAY, the 10th day of March, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said General Order No. 631, dated October 30, 1942, as amended by General Orders No. 637 dated January 13, 1943, and No. 642 dated February 19, 1943, be, and it is hereby, further amended by adding the following words after the words, "Cherrier, Quebec, and Saint John, New Brunswick", in paragraph numbered 1 thereof, namely:—

"Transcona, Manitoba, and Ottawa, Ontario  
Transcona, Manitoba, and Nobel, Ontario  
Transcona, Manitoba, and Pickering, Ontario  
Transcona, Manitoba, and Cherrier, Quebec  
Winnipeg, Manitoba, and Ottawa, Ontario  
Winnipeg, Manitoba, and Nobel, Ontario  
Winnipeg, Manitoba, and Pickering, Ontario  
Winnipeg, Manitoba, and Cherrier, Quebec."

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 661

*In the matter of the General Order of the Board No. 32, dated March 26, 1909, as amended by General Order No. 628, dated September 25, 1942, prescribing the form, style, size and filing procedure of tariffs of telegraph tolls to be charged by telegraph companies subject to the jurisdiction of the Board, and the manner in which such tariffs shall be kept for public inspection.*

File No. 10041

THURSDAY, the 23rd day of March, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of the Traffic Department of the Board—

*It is ordered that all tariffs and supplements filed with the Board must conform to the following regulations:—*

1. Tariffs and supplements must be of uniform size, namely, eight (8) inches wide by eleven (11) inches long. They must be plainly printed or mimeographed on paper of good quality and be consecutively numbered as provided in Rule 4.

2. Two copies of each tariff, supplement or revised pages of loose-leaf tariffs shall be filed with the Board accompanied by a filing advice, in duplicate, consecutively numbered (see Appendix A). The original filing advice, will be retained and the duplicate stamped with date of receipt and returned. Both copies of the tariffs, supplements or revised pages of loose-leaf tariffs, if approved, will be so endorsed, the originals to be retained by the Board and the duplicates thereof returned to the telegraph company. They shall be addressed to the Director, Traffic Department, Board of Transport Commissioners for Canada, Ottawa, Ontario. If the envelope is plainly marked, "O.H.M.S.", no postage is required.

3. The act of mailing is not construed as filing. Tariffs, supplements, revised loose-leaf pages, contracts, agreements, arrangements or other forms which affect telegraph tolls must reach Ottawa in time to give at least the required notice: thirty days in the case of an advance and three days in the case of other changes, before they shall have become effective.

4. Tariffs and supplements must be clear and explicit so as to leave no doubt as to their proper application. They shall show the name of the issuing company; date of issue and date effective; name, title and address of the officer issuing same; and be consecutively numbered in the following manner:—

(a) In the upper right-hand corner, each tariff shall be numbered beginning with No. 1. Such number shall be shown as follows:

C.T.C. No....

(b) When tariffs are issued cancelling a tariff or tariffs previously filed, the C.T.C. number or numbers of the tariff or tariffs cancelled must be shown in the upper right-hand corner immediately under the C.T.C. number of the new tariff.



Example: C.T.C. No. 2  
 cancels  
 C.T.C. No. 1.

(c) Supplements to a tariff, in addition to showing the C.T.C. number of the tariff amended thereby, shall be numbered beginning with the number "1", and such information shall be shown in the upper right-hand corner. Supplements shall also show in the upper right-hand corner the number of any previous supplement cancelled thereby and also the numbers of the supplements containing all changes from the tariff.

Example: Supplement No. 3  
 to  
 C.T.C. No. 1  
 cancels

Supplement No. 2  
 Supplements Nos. 1 and 3 contain all changes.

5. Pages of loose-leaf tariffs shall be printed on one side only, shall be consecutively numbered and designated as original page 1, original page 2, etc. Each page shall show at the top the name of the issuing telegraph company, the C.T.C. number and the page number. At the bottom of the page shall be shown the date of issue, the effective date and the name of the issuing officer or agent. Changes in loose-leaf tariffs shall be made by reprinting the page which shall be designated as "first revised page 1 cancels original page 1" or "second revised page 1 cancels first revised page 1", etc.

6. All tariffs, supplements and revised loose-leaf pages shall indicate changes thereby made in existing rates or charges, rules, regulations or practices by the use of the following symbols, which shall be used for no other purpose:—

- C—Signifies changed regulation.
- R—Signifies reduced rate.
- I—Signifies increased rate.
- N—Signifies new matter.
- D—Signifies discontinued rate or regulation.
- S—Signifies reissued matter.
- T—Signifies changed text but no change in rate or regulation.
- st—Signifies that there is no additional charge on messages delivered by telephone to addressees who can be reached by telephone for the station-to-station telephone charge.
- tsa—Signifies "tariff same as".

Explanation of such symbols must be published in the tariff or supplement in which used. When a change of the same character is made in all, or substantially all, rates in a tariff or supplement, or a page thereof, that fact and the nature of such change may be indicated in distinctive type at the top of the page in the following manner:—"All rates on this page are (here state whether reductions or increases), except as otherwise indicated". In such case, a bold face dot ● shall be used to symbolize a rate in which no change is made.

7. Where a tariff contains joint rates between points in Canada over the lines of two or more companies, every Canadian company participating in such joint tariff, published by the issuing carrier, shall file with the Board concurrences as herein prescribed (Appendix B). They shall be uniform in size, eight

by eleven inches, be consecutively numbered, contain a full and exact description of the tariff concurred in, and be signed in person by the official filing the same or by some person duly authorized to sign for him, such person to affix his signature in full to the name of the official for whom he signs, the Board to be kept advised of the names of the persons to whom such authority is delegated. Two copies of each concurrence certificate shall be filed with the Board, one of which will be stamped with date of receipt and returned.

*And it is further ordered* that each telegraph company deposit and keep on file at all of its offices or stations where telegrams are received for transmission a copy of each of its tariffs in use thereat, such tariffs to be kept in a convenient place, open for the inspection of the public during business hours, and that the company post a notice at each office or station, prominently and in bold type, informing the public that the company's tariffs of telegraph tolls in use at the said office or station are open to inspection and may be seen upon application to the operator or other person in charge; and, by general order, direct its employees to produce on request any particular tariff in use at that office or station which any applicant may desire to inspect.

*And the Board further orders* that the said General Orders Nos. 32 and 628, dated respectively March 26, 1909, and September 25, 1942, be, and they are hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*

TRANSPORT COMMISSIONERS OF CANADA

A

.....  
Name of Company

.....  
Place and Date

Filing Advice No.....  
The DIRECTOR,  
Traffic Department,  
Board of Transport Commissioners for Canada,  
Ottawa, Ont.

SIR:—  
In compliance with the requirements of The Railway Act, I transmit here-  
with, for filing with the Commission, copies of tariffs, as follows:—

Supplement No.	C.T.C. No.	Date Taking Effect	Description

Name.....  
Title.....  
Address.....

B

.....  
Name of Concurring Telegraph Company

.....  
Place and Date

Concurrence Certificate No.....  
The DIRECTOR,  
Traffic Department,  
Board of Transport Commissioners for Canada,  
Ottawa, Ont.

This is to certify that the.....Telegraph  
Company assents to and concurs in the publication and filing of the schedule  
described below and supplements thereto, and hereby makes itself a party  
thereto:—

C.T.C. Number { .....  
and Title { .....  
(Exact description of title of schedule)

Date of Issue.....  
Date Effective.....  
Issued by.....  
(Official)  
(Telegraph Company)  
(Signature).....  
(Title).....

## GENERAL ORDER No. 662

*In the matter of General Order No. 639, dated the 29th of January, 1943, amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight so as to permit the use of steel cylinders for the shipment of compressed air.*

File No. 1717.88.6

TUESDAY, the 11th day of April, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said General Order No. 639, dated the 29th day of January, 1943, be, and it is hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 663

*In the matter of the application of Canadian Industries Limited for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight by providing temporary release from paragraph 21-4 regarding reused containers.*

File No. 1717.88.17

THURSDAY, the 29th day of June, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding the following note at the end of paragraph 21-4, page 17:—

“NOTE 1.—During the present emergency and until further order of the Board, boxes manufactured in accordance with Container Specification 14 and used to transport high explosives containing a liquid explosive ingredient (dynamite) may be reused for like shipments from the plant of Canadian Industries Limited at James Island, British Columbia: Provided that before any empty boxes are shipped back to James Island, British Columbia, for reuse they shall be examined and the sawdust and lining paper removed; and provided, further, that before reuse the boxes shall be thoroughly inspected, free from stains of exuded nitro-glycerine, clean and free from grit, and all wood pulp, sawdust and lining paper shall be replaced by new material.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No 664

*In the matter of the application of Canadian Industries Limited for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight.*

File No. 1717.88.17

THURSDAY, the 3rd day of August, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding the following note after Note 1, which was added by General Order No. 663, at the end of paragraph 21-4, page 17:—

“NOTE 2.—The tops or covers of boxes manufactured in accordance with Container Specification 14 and used to transport high explosives (Dynamite) may be secured in place by the use of two  $3/8'' \times .015''$  parallel metal straps located between three or four inches from each end of box provided the tops or covers are cleated on the inside at both ends.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 665

*In the matter of the application of the Department of National Defence (Army) for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight and Specifications for Shipping Containers to permit Strike Anywhere Matches to be packed and shipped with other articles.*

File No. 1717.87.31

TUESDAY, the 17th day of October, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding after the paragraph numbered 134-2 (page 36), the following:—

“134-2A. During the present emergency, or until further order of the Board, Strike Anywhere Matches may be included in a military ration pack when packed in the following manner: Twenty (20) only Strike Anywhere Matches packed in individual containers consisting of an outer sliding shuck or cover and an inner folding tray or box. The matches in the inner holding tray or box to be completely covered with wax. Complete package to be then placed in a Reynolds metal, heat-sealed foil bag or pouch.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 666

*In the matter of the application of The Express Traffic Association of Canada for permission to ship by express samples of smokeless powder for cannon from Nobel, Ontario, Canada, to Dahlgreen, Virginia, United States of America.*

File 1717.12.3

SATURDAY, the 21st day of October, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph numbered 26 7/8, page 8, of the said Regulations, as amended by General Orders Nos. 631, 637, and 660, dated respectively October 30, 1942, January 13, 1943, and March 10, 1944, the following:—

“During the present emergency, and until further Order of the Board, samples of smokeless powder for cannon (nitro-cellulose colloid single-base powder) for testing purposes may be shipped by express from Nobel, Ontario, Canada, to the International Boundary for export to Proving Grounds in the United States, when packed and shipped under the following conditions:

“(1) Not more than 115 pounds net weight of powder in standard galvanized iron drums, with standard closure with rubber gasket;

“(2) Not more than 10 above described drums shall be shipped on any one train on any one day;

“(3) No shipments shall be made in express cars which are equipped with stoves.”

J. A. CROSS,  
*Chief Commissioner.*



## GENERAL ORDER No. 667

*In the matter of the General Orders of the Board Nos. 663 and 664, dated respectively June 29, 1944, and August 3, 1944, amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight by providing temporary release from paragraph 21-4 regarding reused containers.*

File No. 1717.88.17

MONDAY, the 6th day of November, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:* That the said General Orders No. 663 dated June 29, 1944, and No. 664 dated August 3, 1944, be, and they are hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 668

*in the matter of the application of The Express Traffic Association of Canada for permission to ship by express samples of smokeless powder for cannon from Nobel, Ontario, Canada, to Dahlgren, Virginia, United States of America.*

File 1717.12.3

WEDNESDAY, the 29th day of November, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph numbered 26<sup>7</sup>, page 8, of the said Regulations, as amended by General Orders Nos. 631, 637 and 660, dated respectively October 30, 1942, January 13, 1943, and March 10, 1944, the following:—

“During the present emergency, and until further Order of the Board, samples of smokeless powder for cannon (nitro-cellulose colloid single base and nitro-cellulose and nitro-glycerine double base powder) for testing purposes may be shipped by express from points in Canada to the International Boundary for export to Proving Grounds in the United States, when packed and shipped under the following conditions:—

“(1) Not more than 115 pounds net weight of powder in standard galvanized iron drums, with standard closure with rubber gasket;

“(2) Not more than 10 above described drums shall be shipped on any one train on any one day;

“(3) No shipments shall be made in express cars which are equipped with stoves.”

2. That General Order No. 666, dated October 21, 1944, made herein, be, and it is hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 669

*In the matter of Rules and Regulations Governing the Construction and Filing of freight schedules with the Board by railway companies and water carriers.*

File No. 606

THURSDAY, the 21st day of December, A.D. 1944.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers expressly conferred by Sections 34 and 324 of the Railway Act, and under Part IV of The Transport Act, 1938, and of all other powers possessed by the Board in this behalf—

*It is ordered:*

1. That the regulations entitled, "Tariff Circular No. 1—Regulations Governing the Construction and Filing of Freight Tariffs by Railway Companies and Water Carriers," attached hereto, be, and they are hereby, prescribed for the use of railway companies, water carriers, and properly authorized agents thereof, who file freight schedules with the Board.

2. That Circular 223, as approved by General Order No. 479 dated June 28 1929, in so far as it is applicable to freight schedules; and General Orders No. 583 dated February 24, 1939, Nos. 617 and 618 dated March 13, 1942 and No. 648 dated August 12, 1943, be, and they are hereby, rescinded.

3. That this Order shall come into force on the first day of May, 1945.

J. A. CROSS,  
*Chief Commissioner.*

## CIRCULAR No. 260 (A)

OTTAWA, September 18, 1944.

File No. 44118

*To Licensed Air Carriers:—*

Chap. 25 of the Statutes of Canada, 1944, entitled "An Act to Amend The Transport Act, 1938", provides for removal of commercial air services from the jurisdiction of the Board of Transport Commissioners for Canada, and by Section 13 it is provided that said Act shall come into force on a date to be fixed by Proclamation of the Governor in Council.

Chap. 28 of the Statutes of Canada, 1944, entitled "An Act to Amend the Aeronautics Act", provides for the establishment of an Air Transport Board to advise the Minister in matters connected with the development of Civil aviation and to perform the functions of a licensing and regulatory body in respect of commercial air services, and by Section 7 it is provided that the said Act shall come into force on a date to be fixed by Proclamation of the Governor in Council.

By Proclamations, dated September 6th, 1944, published in extra issues Nos. 37 and 38 of the Canada Gazette, dated September 11th, 1944, it is declared and directed that the said Acts shall come into force and have effect upon, from and after September 11th, 1944.

This Board has now no jurisdiction with respect to commercial air services; as from September 11th, 1944, they are subject to the provisions of the Aeronautics Act as amended by Chap. 28 of the Statutes of Canada, 1944.

By Order of the Board,

P. F. BAILLARGEON,

*Secretary.*









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A 55

Canada Transport Commission  
Board of  
DOMINION OF CANADA

# FORTY-FIRST REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1945



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OF THE

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FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

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1946

## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1945

---

J. A. CROSS, D.S.O., K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*

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## APPENDICES

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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Forty-First Report for the year ended December 31, 1945.

### APPOINTMENTS TO THE BOARD

April 18, 1945, Armand Sylvestre, K.C., LL.B., Roberval, P.Q., to be a member and Deputy Chief Commissioner.

NOTE.—For list of members of the Board who have served or are serving on the Board see Appendix "A".

### AMENDMENTS TO THE RAILWAY ACT, 1919

No amendments in 1945.

### AMENDMENTS TO THE TRANSPORT ACT, 1938

Amended by 9 Geo. VI, Chap. 32, An Act to Amend the Transport Act, 1938.

The principal effect of the amendments is to give the Board jurisdiction over the licensing and rates of every description of vessel exceeding ten tons gross tonnage used in navigation on the Mackenzie River as defined in the said Act.

NOTE.—The original Railway Act, 1903, constituted and gave the Board broad judicial and administrative powers with regard to the regulation, construction and operation of railways (other than Government railways) within the Legislative authority of the Parliament of Canada.

Since that period the Board's jurisdiction has been extended to the matters to be found in Appendix "B", while the railway mileage under the Board's jurisdiction has been increased from 19,610 miles in 1904 to 41,425 miles in 1945.

### POST-WAR PROJECTS

During the year the Board of Transport Commissioners for Canada were asked by the Department of Reconstruction to make a survey of possible railway crossing eliminations at certain priority points throughout Canada, having in mind public convenience and necessity, together with possible post-war employment.

This survey is in the course of being carried out by a member of the Board, accompanied by the Board's Chief Engineer.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1945, to December 31, 1945, the Board held 24 public sittings at which 33 cases were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario .....	13
Quebec.....	4
Manitoba.....	3
Saskatchewan.....	1
Alberta.....	1
British Columbia .....	2
Nova Scotia.....	0
New Brunswick.....	0
Prince Edward Island.....	0
Total.....	24

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 1,819 applications and complaints received and dealt with by the Board 98.18 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board and the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

## DECISIONS AND RULINGS OF THE BOARD

Judgments and General Orders and Regulations of the Board appear in the semi-monthly bulletin of the Board published through the King's Printer. The Board's Judgments are also reported in the Canadian Railway and Transport cases. Brief notes of the more important Judgments delivered by the Board in 1945 are given below.

TOWN OF AYLMER, QUE. V. HULL ELECTRIC CO.  
58 C.R.T.C. 56

*Replacement of spur.*—This was an application by the Town of Aylmer for an order directing the Hull Electric Co. to provide and replace a spur line.

The evidence was that the operation of the spur in question had been abandoned prior to the enactment of Section 165A of the Railway Act, which requires the leave of the Board for such abandonment.

The Board held that in these circumstances the company had been at liberty to abandon the spur, and the application was dismissed.

TOWN OF AYLMER, QUE. v. HULL ELECTRIC CO.  
58 C.R.T.C. 94

*Removal of track.*—The Town of Aylmer claimed that the Hull Electric Co. had violated the provisions of sections 178 and 179 of the Railway Act by removing its northerly or westbound track on Main Street without leave of the Board.

It was held by the Board that what the company had done was not a violation of the sections referred to. No agreement or contract specifically obligating the company to maintain its double tracks on Main Street was produced, and the Board did not find from what was before it that such hazardous conditions had been created as to warrant an order compelling the railway company to move its tracks to the centre of the street. The application was dismissed, without prejudice to the applicant's right to take proceedings in the provincial courts in regard to the matters involved in this application.

C.N.R. v. C.P.R.  
58 C.R.T.C. 101

*Construction of spur.*—The C.P.R. applied to the Board for authority to construct, maintain and operate a branch line of railway in certain lots in the Town of Mount Royal, Que.

The C.N.R. opposed the application on the grounds, first, that the proposed branch line did not commence at any part of the C.P. railway and that, therefore, the Board had no jurisdiction to grant the application; and, secondly, that the C.N.R. spur recently constructed was capable of furnishing all necessary railway facilities, and that the proposed branch line was not necessary in the public interest or for the purpose of giving increased facilities to business.

The Board held that the Blue Bonnet siding from which the proposed branch line was to be built was a part of the C.P. railway, and that the Board had power to authorize construction of the proposed branch line. The Board further held that in exercising its discretion under section 181 the Board can act upon its own knowledge of the locality and may consider without further evidence whether the proposed branch is likely to be in the public interest, or is likely to give increased facilities to business. The application was granted, except as to the most northerly eight hundred feet of the proposed branch line.

C.N.R. v. ST. RAYMOND, QUE.  
58 C.R.T.C. 25

*Drainage.*—The C.N.R. applied for an order to rescind Order No. 38473 dated November 27, 1926, which directed them to make an opening in the east embankment of their bridge over the Ste. Anne River in the Parish of St. Raymond, Que. The applicants questioned the jurisdiction of the Board to make the order referred to.

The Board held that there was authority under sections 268 and 269 of the Railway Act to give relief to the municipalities concerned. Judgment was given rescinding Order No. 38473 and directing the C.N.R. to construct and maintain, at their own expense, an opening or openings in the railway embankment under their tracks by the construction of not less than two hundred and sixteen feet of ballast deck creosoted timber pile trestles.



RE CAR DEMURRAGE RULES  
58 C.R.T.C. 68

*Demurrage.*—This was an application by the Canadian Car Demurrage Bureau for a ruling as to the proper interpretation of Rule 1 of the Canadian Car Demurrage Rules.

In view of the numerous and conflicting submissions filed with the Board, the application, enlarged to include consideration by the parties of certain proposed amendments to the rule, was set down for hearing and notices sent to the interested parties, including carriers under the Board's jurisdiction, Boards of Trade, Canadian Manufacturers Association, Canadian Industrial Traffic League, owners and users of tank cars, major oil companies, etc.

The points raised, submissions by the interested parties and the Board's conclusions are fully set out and dealt with in the judgment. Among other matters dealt with, the Board expressed its opinion that the leasing of private cars or private tracks, or the leasing of carriers' tracks for the purpose of relief from demurrage charges, should be discontinued.

LORETTEVILLE, QUE. v. C.N.R.  
58 C.R.T.C. 93

*Station facilities.*—This was a complaint of the Municipality of Loretteville as to the inadequacy of the station facilities.

A plan filed by the railway company at the request of the Board subsequent to the hearing, showing details of the changes and repairs undertaken with proposed improvements, at an estimated cost of \$6,430, was approved.

ONTARIO MINING ASSN. v. C.N.R. AND C.P.R.  
58 C.R.T.C. 17

*Rates on dynamite.*—The Ontario Mining Association of Toronto applied for an order (a) that c.l. rates on dynamite should be reduced; and (b) that whatever rates are considered properly applicable should apply for joint movement over two or more railways where there are through class rates published instead of, as at present, the combination of the rates to and from the point of interchange of such traffic.

Held, that the railway companies subject to the Board's jurisdiction be directed to amend their tariffs, where provision has not already been made, publishing through first class rates on dynamite in carloads where through class rates are now published: Provided that this does not require such publication over lines, or portions of lines, of railway over which high explosives are not at present carried.

BROTHERHOOD OF LOCOMOTIVE ENGINEERS v. C.P.R.  
58 C.R.T.C. 200

*Protection of railway employees.*—The Board's General Order No. 236 provides that "no light engine, nor two or more light engines coupled . . . shall be run a greater distance than twenty-five miles in any one direction without a conductor".

The Brotherhoods contended that the C.P.R. was violating this provision by operating its light engines from Glacier to Revelstoke, B.C., without a conductor, and that, in the interest of greater safety in operation, a conductor as well as an engineer and fireman was necessary.

The railway company disputed this contention and applied for an order stating that the operation was in accordance with General Order 236; or, in the alternative, for an order exempting such operation from the provisions of General Order 236.

Held, that the operation of light engines between Glacier and Revelstoke, B.C., as at present conducted by the C.P.R. without conductors is not in accordance with but is in violation of the terms of General Order 236; and that, in the circumstances, the application for exemption be dismissed.



NEW YORK CENTRAL R.R. CO. v. COUNTY OF LAMBTON, ET AL.  
58 C.R.T.C. 217

*Abandonment of operation.*—This was an application by the N.Y.C.R.R. Co. for an order granting it leave to abandon the operation of the most westerly portion of its St. Clair Branch.

The test usually applied in applications for leave to abandon the operation of railways is "whether the loss and inconvenience to the public consequent upon the abandonment outweighs the burden that continued operation of the railway line involved would impose upon the railway company."

Upon consideration of all that was placed before the Board, and having regard to the circumstances and conditions of the present case, which are fully discussed in the judgment, the application was dismissed.

GEORGE F. PETTINOS (CANADA) LTD. v. N.Y.C.R.R. ET AL.  
58 C.R.T.C. 190

*Rates on sand.*—This was an application of George F. Pettinos (Canada) Ltd., of Hamilton, Ont., for an order directing the N.Y.C.R.R., C.P.R., C.N.R. and T.H. & B.R. Companies to restore the description sand (core) as previously published in their tariffs.

The evidence showed the present tariff descriptions did not accomplish their object of providing for a somewhat higher rate level on all the higher priced sand than that designed to apply on the relatively low valued sand. The Board was of the opinion the term foundry sand might well be substituted in the commodity description under Scale C without any difficulty in tariff interpretation.

The Board ordered (1) that the commodity description of items under Scale B be changed to read: Gravel, in bulk in open top cars; sand, building; shale, crushed in bulk in open top cars; stone, crushed, in bulk in open top cars; stone, screenings, in bulk in open top cars. Under Scale C: Sand, foundry; sand or gravel, silica; sand or gravel, screened (for filtration purposes).

(2) That the mileage scale of rates applicable with respect to the tariff items under Scale C be revised on basis of  $\frac{3}{4}$  c. per 100 lbs. throughout the scale over the mileage scale of rates governing tariff items under Scale B.

(3) That, with respect to foundry sand more nearly approximate the price range of the commodities under Scale B, specific commodity rates be established which, as a maximum, shall not exceed the mileage scale of rates applicable with respect to the said commodities.

POINTE CLAIRE, QUE. v. C.N.R. AND C.P.R.  
58 C.R.T.C. 121

*Protection of crossings.*—In this case the question for consideration was the additional protection to be provided at the crossings of the highway by the C.N.R. and C.P.R. just west of Strathmore Station, in the Town of Pointe Claire, Que.

The Board ordered each of the railway companies concerned to install and maintain two flashing light signals and one bell, and to make changes in the highway approaches to conform to the standard regulations of the Board.

The question was raised whether the Board had power to impose part of the cost of protection on the Town of Dorval. As the road where the two railways crossed it was partly within the limits of the Town of Dorval, the Board held that the Town of Dorval was "interested or affected" within the meaning of section 39 of the Railway Act, and that therefore the Board had power to impose part of the cost of protection on the Town of Dorval.

The Board directed that a grant should be made from the Grade Crossing Fund towards the cost of installing the flashing light signals and bell, and that the remainder of such cost and of the cost of maintaining the signals and bell be paid seventy per cent by the railway company concerned, fifteen per cent by the Town of Pointe Claire and fifteen per cent by the Town of Dorval.

ANTHRACITE SALES CO. LTD. v. CANADIAN CAR DEMURRAGE BUREAU  
58 C.R.T.C. 282

*Demurrage.*—Demurrage was charged for delay in unloading cars of coke which reached destination in a frozen condition, and the present application was for an interpretation of Rule 5(b) covering the free time allowance for unloading bulk freight frozen in transit.

The "prescribed free time" referred to in the rule is 48 hours, and a literal reading of the rule would appear to provide additional free time only when the frozen freight cannot be unloaded within 48 hours. This free time allowance has not applied to a group of shipments. The principle that under the demurrage rules each car is dealt with as a unit and without reference to other cars has been recognized and applied in previous rulings of the Board.

In the present case a car arriving in a frozen condition could be unloaded in from four to eight hours. The freezing in transit could not be attributed to any fault on the part of the railway, and it would seem unreasonable, therefore, that it should be required to hold cars beyond the free time allowance awaiting unloading without some compensation in the form of a demurrage charge. The fact that up to the present no exception has been taken before the Board to the Bureau's interpretation and application of the rule all these years is evidence that, generally speaking, such interpretation has not been considered unreasonable or at variance with its reading of the rule.

The decisions of the U.S. Supreme Court and of the Interstate Commerce Commission on a somewhat similar rule in the United States are not conclusive as to the proper interpretation of the Canadian Demurrage Rule, and the Board should not follow such decisions in deciding the present question.

Held, upon consideration of all that was submitted, that a change in the reading and interpretation of the rule was not warranted.

BELL TELEPHONE CO. v. MIDDLESEX COUNTY, 58 C.R.T.C. 301  
BELL TELEPHONE CO. v. LONDON TOWNSHIP, 58 C.R.T.C. 265

*Construction of telephone lines across highways.*—In each of these cases the Bell Telephone Co. applied for an order to construct, erect and maintain its lines of telephone (buried cable) across certain highways over which the municipality concerned had jurisdiction, and the Board in granting the application imposed a condition as to subsequent changes in the location of the lines of telephone in case such changes were required to enable the municipality to construct, reconstruct, alter or repair a highway, water pipe line, sewer or other work of the municipality.

The Bell Telephone Co. later applied for and obtained leave from the Board to appeal from the decision in the Middlesex case to the Supreme Court of Canada on the question whether the Board had power to impose the condition above referred to.

BROMPTON PULP & PAPER CO. LTD. v. C.N.R.  
58 C.R.T.C. 308

*Reconstruction of bridges impairing usefulness of river.*—The application was for an order under s. 33 of the Railway Act directing the C.N.R. to reconstruct or remove altogether its bridges over Blackwater River at mileage 25.2 and mileage 24.9 Dorion Subdivision, in the District of Thunder Bay, Ontario, so as not to obstruct applicant's use of the river in driving its pulpwood, logs and timber down the same to its mills at Nipigon and Red Rock, Ontario.

The applicant contended that in the construction of the bridges, the C.N.R. had violated sections 163, 248 and 255 of the Railway Act.

The Board held that the Blackwater River at the points in question was not a navigable water within the meaning of section 248, nor a highway within the meaning of section, 255, and that, therefore, these sections had no application. The Board expressed the opinion that section 163 had not been complied with because the C.N.R. had, by the construction of the bridges, materially impaired the usefulness of the river, and that it was the duty of the company to reconstruct the bridges so that in future the usefulness of the river would not be materially impaired.

Subsequently the C.N.R. applied for and obtained leave from the Board to appeal to the Supreme Court of Canada on the question whether on the facts found by the Board the Board had power to require the C.N.R. to reconstruct the bridges

COMMODITY PRICES STABILIZATION CORP. LTD., OTTAWA, ONT., V.  
CANADIAN CAR DEMURRAGE BUREAU  
58 C.R.T.C. 245

*Demurrage.*—The application was for an interpretation of Rule 8 of the Canadian Car Demurrage Rules with respect to demurrage charges for delay which took place while cars containing peanuts were being fumigated.

Rule 8 provides that demurrage shall not be collected from the consignee for any delays for which Government or railway officials may be responsible, and applicant's contention was that the delay for fumigation in question was the result of Government regulation for which the Government or railway officials were responsible, and demurrage charges for such delay were, therefore, not collectable from the consignee under the rule.

The Board said that in this case the fumigation was the responsibility of the importer, and was required to be performed by him, and at his expense, and for any delay in doing so no government or railway officials were responsible, nor were they responsible for the condition of the peanuts which necessitated such action. The Board therefore held that the provisions of Demurrage Rule 8 do not provide for non-collection of the demurrage charges assessed for the delay which took place while the cars of peanuts in question were being fumigated.

#### APPEALS FROM RULINGS OF BOARD

There were no cases referred to the Supreme Court of Canada by the Board for its opinion.

There was one case carried in appeal to the Supreme Court of Canada, namely:—

Application of the Canadian National Railways for leave of appeal to the Supreme Court of Canada from the decision of the Board in the matter of the application of the Brompton Pulp & Paper Company Limited, for an Order directing the Canadian National Railways to alter or remove their bridges across the Blackwater River, at mileages 25·2 and 24·9 Dorion Subdivision in the District of Thunder Bay, Ontario, so that such bridges will not impede or interfere with the Applicant's right to use said river to run or drive its pulpwood logs and timber in transporting the same to its pulpwood mills at Nipigon and Red Rock, Ontario.

File No. 44168.

There were no cases carried in appeal to the Governor in Council.



## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1945, was 1,298. The number of general circulars issued by the Board directed to all the transport companies subject to its jurisdiction was two. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are 10 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1945, will be found compiled under Appendix "G" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1945, was 1,819.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1945, was as follows:—

Freight tariffs, including supplements.....	37,154
Passenger tariffs, including supplements.....	6,484
Express tariffs, including supplements.....	338
Telephone tariffs, including supplements.....	799
Sleeping and parlour car tariffs, including supplements.....	55
Telegraph and Radio tariffs and supplements.....	10
Bridge tolls, including supplements.....	4
Water freight tariffs, including supplements.....	57
Water passenger tariffs, including supplements.....	11
Agreed Charges—tariffs.....	8
Total.....	44,920

The total number of tariffs filed from February 1, 1904, to December 31, 1945, was 2,328,494.

The details of the tariffs will be found under Appendix "C" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

The report of the Engineering Department shows that 420 inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1945, cover opening of railway for the carriage of traffic, highway crossings, signal protection at highway crossings, bridges, subways, interlocking plants, drainage, private crossings, railway lines in connection with maintenances, signals at swing bridges, fencing, improving view at crossings, investigation and inspections in connection with accidents on railway lines and at highway crossings, automatic block signals, less than standard clearance, and many inspections in connection with projects to provide post war work.

A statement of works approved by Board's Orders on the recommendation of the Engineering Department is included in the report together with an explanation of the work, study and investigation involved.

There is a report on expenditures from the Railway Grade Crossing Fund and Special Votes for protections at highway crossings of railways.

It will be noted in the report that many matters that come up, and are referred to the Engineering Department are settled by inspections, personal contact or correspondence without the necessity of an Order of the Board.

The Engineering Department report will be found under Appendix "D".

## OPERATING DEPARTMENT

The following general matters were dealt with by the Operating Department of the Board during the year 1945:—

General Railway Accidents (including Highway Crossings).....	2,513
Highway Crossing Accidents.....	382
Motive Power Reports.....	58,963
Locomotives Inspected.....	6,619
Internal Boiler Inspections.....	225
Stationary Boiler Reports.....	2,957
Freight Cars Inspected.....	43,131
Passenger Coaches Inspected.....	2,458
Air Reservoir Reports.....	4,107
Inflammable Liquid Installations.....	213
Fires on Forested Territory.....	671
Fireguards Ploughed (miles).....	6,933.28
Regulations for the Transportation of Explosives and Other Dangerous Articles both by Freight and Express.	

The number of accidents investigated totalled 2,513, involving 3,606 casualties of which number 358 persons were killed and 3,248 injured, which is an increase over the previous year of 376 casualties.

Accidents at highway crossings for the year totalled 382 with 131 killed and 617 injured. Of this number 75 accidents occurred at crossings where there were protective devices, with the remaining 307 occurring at unprotected crossings.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

Six hundred and seventy-one fires attributed to railways are reported to have originated on 13,890 miles of line classified as forested territory. These fires burned 6,134 acres of young forest growth, 7,684 acres of merchantable timber, 4,510 acres of slashing or old burned lands not restocking, and 2,925 acres of non-forested lands.

Of this total, 309 fires burned over less than one-fourth acre each; 291 fires burned over an area of one-fourth acre to ten acres each; and 71 fires burned over an area of more than 10 acres each.

The total area burned over was 21,253 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$60,790. Of this amount, the value of standing timber and young forest growth is estimated at \$29,138.

In accordance with the requirements of the Board, the Railways maintained special patrol of 7,571 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,009 fire patrolmen.

Under the co-operative arrangements with the various Dominion and Provincial Forest Services, 203 officers and men of such services were under appointment as ex-officio officers of the Board.

During the fire season of 1945, 4,253 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fireguard Requirements, the railways constructed or maintained 5,018 miles of fireguards, in uncultivated lands, in non-forested sections of the Prairie Provinces.



## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance, by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

## ROUTINE WORK OF THE BOARD

## RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1945, together with the number of orders issued:—

Number of applications made.....	1,819
Number of filings received during the year.....	28,432
Number of outgoing letters during the year.....	16,599
Number of orders issued during the year.....	1,298

## APPENDIX "A"

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING,  
ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.....	Chief.....	Feb. 1, 1904.....	Oct. 31, 1904 (resigned).
Hon. M. E. Bernier.....	Deputy.....	Feb. 1, 1904.....	Jan. 31, 1914.
James Mills.....	Commr.....	Feb. 1, 1904.....	Jan. 31, 1914.
Hon. A. C. Killam, K.C.....	Chief.....	Feb. 6, 1905.....	Mar. 1, 1908 (died).
Hon. J. P. Mabey, K.C.....	Chief.....	Mar. 28, 1908.....	May 6, 1912 (died).
D'Arcy Scott.....	Ass't.....	Sept. 17, 1908.....	Sept. 16, 1918.
S. J. McLean.....	Commr.....	Sept. 17, 1908.....	Sept. 16, 1918(reappointed)
Hon. Thos. Greenway.....	Commr.....	Sept. 17, 1908.....	Oct. 30, 1908 (died).
A. S. Goodeve.....	Commr.....	April 4, 1912.....	Nov. 22, 1920 (died).
Henry L. Drayton, K.C.....	Chief.....	July 1, 1912.....	Aug. 1, 1919 (resigned).
Hon. W. B. Nantel, K.C.....	Deputy.....	Oct. 20, 1914.....	Oct. 19, 1924.
A. C. Boyce, K.C.....	Commr.....	Oct. 4, 1917.....	Oct. 3, 1927.
Dr. J. G. Rutherford, C.M.G.....	Commr.....	Sept. 17, 1918.....	July 24, 1923 (died).
Hon. F. B. Carvell, K.C.....	Chief.....	Aug. 2, 1919.....	Aug. 9, 1924 (died).
S. J. McLean, LL.B.....	Commr.....	Sept. 16, 1918.....	Sept. 15, 1928.
	Ass't.....	Aug. 6, 1919.....	(Reappointed).
Calvin Lawrence.....	Commr.....	Nov. 4, 1921.....	May 4, 1931 (died).
Hon. Frank Oliver.....	Commr.....	Sept. 21, 1923.....	Sept. 20, 1928 (reached age of 75).
Hon. H. A. McKeown, K.C.....	Chief.....	Sept. 16, 1924.....	Feb. 28, 1931 (resigned).
Thomas Vien, K.C.....	Deputy.....	Sept. 5, 1925.....	Jan. 31, 1931 (resigned).
Hon. T. C. Norris.....	Commr.....	Mar. 30, 1928.....	Mar. 29, 1938.
S. J. McLean, LL.B.....	Ass't.....	Sept. 17, 1928.....	Sept. 16, 1938.
John A. Stoneman.....	Commr.....	Mar. 12, 1929.....	Mar. 11, 1939 (reappointed).
Hon. C. P. Fullerton, K.C.....	Chief.....	Aug. 13, 1931.....	Dec. 31, 1933 (resigned).
F. A. Labelle.....	Deputy.....	Dec. 16, 1931.....	July 15, 1933 (died).
G. A. Stone.....	Commr.....	Dec. 16, 1931.....	Dec. 15, 1941 (reappointed).
F. Nap. Garceau, K.C.....	Deputy.....	Sept. 16, 1933.....	April 10, 1943 (reached age of 75).
Hon. Hugh Guthrie, K.C.....	Chief.....	Aug. 12, 1935.....	Nov. 3, 1939 (died).
Hugh Wardrope.....	Ass't.....	Nov. 8, 1938.....	
John A. Stoneman.....	Commr.....	Mar. 11, 1939.....	
F. M. MacPherson.....	Commr.....	Sept. 21, 1939.....	
J. A. Cross, Col., D.S.O., K.C.....	Chief.....	April 1, 1940.....	
G. A. Stone.....	Commr.....	Dec. 15, 1941.....	
Armand Sylvestre, K.C., LL.B.....	Deputy.....	April 18, 1945.....	

## APPENDIX "B"

(1) Since the establishment of the Board, its jurisdiction has been extended to the following matters:—

- (a) Express tolls—6 Edw. VII, c. 42, s. 27, 1906.
- (b) Telegraph companies—c. 61, 1908, s. 4.
- (c) Telephone companies—6. Edw. VII, c. 42, s. 30.
- (d) International bridges and tunnels—1929, c. 54.
- (e) Maritime Freight Rates Act—1927, c. 44.
- (f) Abandonment of operation of railway lines—1933, c. 47 (s. 165A).
- (g) Canadian National-Canadian Pacific Act, 1933, c. 33.
- (h) The Transport Act, 1938, c. 53—(Licensing and rate regulation of ships; agreed charges).
- (i) Agreements—(s. 35 of present Act)—8-9 Edw. VII, c. 32, s. 1.
- (j) Purchase of electrical energy from a person who has acquired water power under lease from the Crown (s. 374 of present Act)—1909, c. 31, s. 1.
- (k) Railway Grade Crossing Fund (s. 262 of present Act)—1909, c. 32 s. 7.

(2) Since 1923 the jurisdiction of the Board has been extended to the following railways:—

Intercolonial.

National Trans-Continental.

Lake Superior Branch (leased from G.T.P.R.).

Prince Edward Island.

(3) In addition to the above there are a number of Acts which gave the Board jurisdiction over particular companies in certain specified matters.

## APPENDIX "C"

REPORT OF THE DIRECTOR, TRAFFIC DEPARTMENT,  
FOR THE YEAR ENDING DECEMBER 31, 1945

DEAR SIR,—I submit, for the Board's Forty-First Annual Report, information regarding the work of the Traffic Department for the year ending December 31, 1945.

The number of Freight and Passenger Tariffs of Rail and Water Carriers, as well as Agreed Charge, Express, Telephone, Telegraph, Sleeping and Parlour Car, and Bridge Toll Schedules filed with the Board, was as follows:—

## FROM JANUARY 1, 1945, TO AND INCLUDING DECEMBER 31ST, 1945.

## FREIGHT

<i>Rail—</i>			
Local Tariffs.....	75		
Supplements.....	502		
			577
Joint Tariffs.....	131		
Supplements.....	4,724		
			4,855
International Tariffs.....	675		
Supplements.....	31,047		
			31,722
			37,154
<i>Water Carriers—</i>			
Local Tariffs.....	7		
Supplements.....	15		
			22
Joint Tariffs.....	2		
Supplements.....	31		
			33
International Tariffs.....	0		
Supplements.....	2		
			2
			57
<i>Agreed Charges—</i>			
Tariffs.....	0		
Supplements.....	8		
			8
			8

## PASSENGER

<i>Rail—</i>			
Local Tariffs.....	95		
Supplements.....	259		
			354
Joint Tariffs.....	302		
Supplements.....	1,632		
			1,934
International Tariffs.....	326		
Supplements.....	3,870		
			4,196
			6,484
<i>Water Carriers—</i>			
Local Tariffs.....	6		
Supplements.....	1		
			7
Joint Tariffs.....	1		
Supplements.....	3		
			4
International Tariffs.....	0		
Supplements.....	0		
			0
			11

## TRANSPORT COMMISSIONERS OF CANADA

## PASSENGER—Con.

*Sleeping and Parlour Car—*

Local Tariffs.....	4	
Supplements.....	7	
	<hr/>	
Joint Tariffs.....	3	11
Supplements.....	4	
	<hr/>	
		7
International Tariffs.....	11	
Supplements.....	26	
	<hr/>	
		37
		<hr/>
		55

## EXPRESS

Local Tariffs.....	32	
Supplements.....	111	
	<hr/>	
		143
Joint Tariffs.....	31	
Supplements.....	62	
	<hr/>	
		93
International Tariffs.....	7	
Supplements.....	95	
	<hr/>	
		102
		<hr/>
		338

## TELEPHONE

Local Tariffs.....	1	
Supplements.....	34	
	<hr/>	
		35
Joint Tariffs.....	1	
Supplements.....	763	
	<hr/>	
		764
International Tariffs.....	0	
Supplements.....	0	
	<hr/>	
		0
		<hr/>
		799

## TELEGRAPH

Tariffs.....	1	
Supplements.....	9	
	<hr/>	
		10
		<hr/>
		10

## BRIDGE TOLLS

International Tariffs.....	0	
Supplements.....	4	
	<hr/>	
		4
		<hr/>
		4
		<hr/>
		4

Combined Totals All Schedules..... 44,920

Tariffs are being revised constantly by the necessity of establishing appropriate rates for new industries, products, sources of supply and various competitive conditions. These and a variety of other reasons resulted in the filing during the year ending December 31, 1945, as above shown, 44,920 schedules which averaged approximately 147 for each working day of the year.

The Board's tariff files are consulted daily and information thereon is given by the Traffic Department staff covering almost every conceivable class of service for which tariffs are filed. Inasmuch as tariff schedules cover domestic traffic moving entirely within Canada, export and import traffic, and international traffic, all of which move under a variety of conditions, the minutest care and exactitude must be and is taken to keep the records in readiness for all the demands made upon the Board.

In addition to the duties involving the charges made by carriers for the various services performed, the Traffic Department maintains a continuing audit of free transportation granted by carriers subject to the Railway Act. It investigates all questions of misuse of free transportation or the issuance of free transportation for which authority has not been authorized and takes the action necessary to correct all such cases which may arise.



## CORRESPONDENCE

The total number of communications to rail and water carriers, express, telephone, telegraph and international bridge companies in connection with complaints, proper interpretation of tariffs or classification and the filing of same, also concerning powers of attorney, concurrences, free or reduced rates transportation, and administration of the Maritime Freight Rates Act, etc., was 1,986. Memoranda and reports to the Board numbered 842. Communications to others numbered 470. The grand total amounted to 3,298.

## MARITIME ACCOUNTS

The provisions of the Maritime Freight Rates Act, 1927, require approval by the Board of all tariff schedules filed pursuant thereto as well as reimbursement to carriers thereunder in compensation for the statutory reduction in rates. The duties so involved are handled by the Traffic Department which certifies to verification of the difference between the rates charged under the statute and those which, but for the statute, would have constituted the normal tolls. This requires reports being made to the Traffic Department showing each individual shipment that moves under the provisions of the Maritime Freight Rates Act, the rate charged, and what would be the normal rate. Every shipment is checked as to freight classification, weight, rate and also the extensions. For the period from July, 1944, to June, 1945, inclusive, there were filed 23,830 abstract sheets with an average of 74 rates per sheet, containing 1,763,420 rates, 881,710 extensions of charges, and 23,830 columns of figures, all of which were checked. As a result of this check, 4,920 corrections were made. The total amount of reimbursement claimed by the railways was \$853,-515.84, and the amount allowed was \$841,919.79, or, a net deduction of \$11,596.05. During this period ninety-seven Orders were issued approving tariffs or rates and certifying to normal tolls.

AGREED CHARGES  
(Part V, The Transport Act)

One new Agreed Charge was submitted for approval; eight applications were received for the fixing of similar charges to those contained in current agreements. At December 31, 1945, seventeen Agreed Charge tariffs were in effect, covering the business of 93 different shippers. The following Orders were issued in this connection during the year:—

*Order 65597, January 6, 1945.*—Directing, upon the application of the Burrows Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Aggie, Alta.

*Order 65615, January 13, 1945.*—Directing, upon the application of Lumber Manufacturers Limited and The Wholesale Fuel Company Limited, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicants from Atik, Man.

*Order 65676, February 6, 1945.*—Directing, upon the application of the Fort St. John Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Dawson Creek, B.C.

*Order 65709, February 9, 1945.*—Directing, upon the application of Johnsson Bros. & Ostberg, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Love, Sask.

*Order 65807, March 9, 1945.*—Directing, upon the application of Norman Gillies, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Otosquen, Sask.

- Order 65844, March 20, 1945.*—Directing, upon the application of D. A. Shaw, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Hines Creek, Alta.
- Order 65894, April 6, 1945.*—Directing, upon the application of the Crooked Creek Lumber Co., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Grande Prairie, Alta.
- Order 66204, July 5, 1945.*—Amending Order No. 63316, dated March 2, 1943, fixing charges for the transportation of Eggs for Mid-West Produce Co. Ltd., by striking out the word "Beausejour", after the word "Arborg" in the list of stations in the operative part of the Order.
- Order 66313, July 31, 1945.*—Amending Order 60258, dated January 30, 1941, fixing charges for the transportation of Lumber and Forest Products between stations in Western Canada for Chisholm Saw Mills Ltd., by striking out Mitsue, Alberta, as a shipping point.
- Order 66430, September 1, 1945.*—Amending Order 62887, dated October 27, 1942, fixing charges for the transportation of Lumber and Forest Products between stations in Western Canada for Hales H. Ross & Sons, Ltd., and the Imperial Lumber Co. Ltd., by striking out the word "Antross", where it appears in the operative part of the Order.
- Order 66476, September 17, 1945.*—Directing, upon the application of Chas. I. Edwards, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Rocky Mountain House, Horburg and Pheonix, Alta.
- Order 66860, December 26, 1945.*—Approval of Agreed Charge on Petroleum Products for Alberta Hi-Way Refineries Limited, Imperial Oil Limited, McColl-Frontenac Oil Company, Limited, and North Star Oil Limited, from Calgary, Alta., to points in the Provinces of Alberta and Saskatchewan.

### WATER TRANSPORTATION LICENCES (Part II, The Transport Act)

Thirteen licenses were granted to twelve water carriers covering eighty-five ships on the Great Lakes and St. Lawrence River between Quebec City and the Head of the Lakes.

### MAXIMUM PRICE CONTROL

Throughout this year this Department co-operated fully with the Wartime Prices and Trade Board in *re* the administration of the price ceiling regulations as they concern transportation and communication services.

### APPLICATIONS AND COMPLAINTS DEALT WITH BY THE TRAFFIC DEPARTMENT DURING THE YEAR ENDING DECEMBER 31, 1945

- File 33365.134.*—Application of Canadian Freight Association for approval of proposed Supplement No. 10 to Canadian Freight Classification No. 19, approved by Order 65747, February 17, 1945, except as to certain items directed to be deleted as a result of complaints filed by the Canadian General Electric Company, Limited, Toronto, and the City of Edmonton, pending further representations and decisions of the Board.
- File 26025.18.*—Complaint of Commonwealth Store, Boyle, Alta., concerning charges on shipment of Brick from Medicine Hat.
- File 28358.4.*—Complaint of Mr. Gerard Audet, Montreal, with regard to loss of portion of express shipment.
- File 3574.465.*—Complaint of Mr. Arthur L. Guess, Toronto, Ont., of inability to obtain telephone service.
- File 43992.*—Application of B.C. Tree Fruits Limited, Kelowna, B.C., *re* heater charges on Apples from B.C. points to Eastern Canadian ports for furtherance to Newfoundland.
- File 29159.664.*—Complaint of Mr. J. C. A. Gratton, Cartierville, Montreal, Que., concerning inability to obtain telephone service.
- File 18376.46.*—Application from Minister of Agriculture, Province of Quebec, concerning freight rates on shipments of Hay for relief purposes.
- File 1700.428.*—Application of Mackenzie Storage Limited, Winnipeg, Man., for reduction in demurrage charges.

*File 4214.1522.*—Application of Dom. Brother Langlais, St. Dominique Farm, Luskville, Que., concerning the delivery of hatching Eggs to the Co-operative Incubator, Hull, Que., by the Canadian Pacific Express Company.

*File 27008.42.*—Complaint of Mrs. M. J. Zaback, Montreal, Que., concerning damage to a carton of household effects shipped via C.N.R. from Winnipeg, Man., to Montreal, Que.

*File 44291.*—Application of Mr. Victor Papiz, Secretary-Treasurer, Tway Board of Trade, Tway, Sask., concerning the establishment of an express agency at Tway, Sask.

*File 4214.1500.*—Application of Princeton Board of Trade concerning establishment by the Canadian Pacific Express Company of free delivery of express shipments at that point.

Application for temporary exemption from the provisions of Demurrage Rule 1, pursuant to the Board's Judgment of January 3, 1945, in the matter of application of Demurrage Rules on private cars, was made by the following companies:—

*File 1700.99.1*—Canadian Industries Limited.

“ 1700.99.2—McColl Frontenac Oil Co. Limited.

“ 1700.99.3—Werner G. Smith, Limited.

“ 1700.99.4—Montreal Coke & Manufacturing Company.

“ 1700.99.5—Burns & Company Limited.

“ 1700.99.6—Canadian Sugar Factories Limited.

“ 1700.99.7—St. Lawrence Starch Company.

*File 24433.27.*—Complaint of Mr. R. B. Breen, Harbour au Bouche, Antigonish County, N.S., concerning charges on shipments of pure bred livestock from Brandon, Man., to Harbour au Bouche, N.S.

*File 1700.429.*—Application of Anthracite Sales Company, Limited, Toronto, Ont., concerning interpretation of Demurrage Rule 5(b) relating to bulk freight frozen in transit.

*File 23328.*—Complaint of Mr. J. H. Humphries, Vancouver, B.C., concerning alleged violation of the regulations governing baggage car traffic on the part of Mr. A. Herman of Vancouver.

*File 44304.*—Application of Mr. Joseph W. Ward, Secretary, River Hebert District Farmers' Association, Maccan, N.S., for reduction in freight rates charged by the Maritime Coal, Railway and Power Company Limited.

*File T.D. 14063.*—Complaint of Mr. Ed. Stadfeld, Hodgson, Man., concerning charges of Canadian National Express on shipments of registered sheep from Saskatoon and Belmont to Hodgson.

*File 29674.70.*—Complaint of Mr. E. Theoret, Beauharnois, Que., with regard to charges on shipment of oysters handled in express service from Shippegan, N.B., to Beauharnois, Que.

*File 4214.1524.*—Application of the Secretary-Treasurer of the Town of Trois Pistoles concerning establishment of express pick-up and delivery service at that point by the Express Department of the Canadian National Railways.

*File 4397.125.*—Application of the Express Traffic Association of Canada for approval of proposed Supplement 13 to Express Classification for Canada No. 8.

*File 3574.466.*—Application from Roch Beauchamp, Secretary-Treasurer of the Municipality of the Parish of St. Joseph de Mont Rolland, Que., concerning establishment of telephone service for certain inhabitants of the Village of Mont Rolland who reside in that portion of the village east of the C.P.R. tracks.

*File 29159.569.*—Application of Mrs. Y. Hudon, Montreal, concerning installation of telephone at her son's residence.

*File 27008.43.*—Complaint of Mr. Louis Lefort, Chalk River, Ont., regarding damage which allegedly occurred to his tool chest while in transit via Canadian Pacific Railway from Shawinigan Falls to Chalk River.

*File 44357.*—Complaint of Mr. H. C. Brooks, Medicine Hat, Alta., concerning one-way and round-trip fares from Medicine Hat, Alta., to Portland, Ore.

*File 3079.101.*—Complaint of W. H. Escott Company, Limited, Winnipeg, concerning rate charged on shipment of sunflower seed from Winkler, Man., to New York, N.Y.

*File 4214.1525.*—Application of Mr. K. C. Baxter, Secretary, Southern Ontario Fruit and Vegetable Shippers' Association, Grimsby, Ont., concerning handling by the express companies of fresh fruit in Leno covered or open top packages in less-than-carload quantities.

*File 3574.467.*—Application of Mr. Charles E. Goulet, Cote St. Paul, Montreal, concerning installation of telephone at his residence.

*File 1700.431.*—Complaint of Lucknow Coal Company, Lucknow, Ont., concerning demurrage assessed at that point on a car of coal.

*File T.D. 14134.*—Application of Canadian Car and Foundry Company Limited, Montreal, for interpretation of tariff provision covered by Note 3, Page 188, Agent Curlett's tariff C.T.C. A-512.

*File 3574.456.*—Complaint of Mrs. Henry Harris, Hamilton, Ont., concerning inability to obtain telephone service.



- File 1700.430.*—Application of Commodity Prices Stabilization Corporation Limited, Ottawa, for interpretation of Rule 8 of Canadian Car Demurrage Rules in the matter of assessment for demurrage for delay which takes place while cars containing peanuts are being fumigated.
- File 44395.*—Application of Mr. C. A. G. Wade, Secretary-Treasurer, Kapuskasing and District Board of Trade, Kapuskasing, Ont., with respect to pick up and delivery freight service between Ontario and Quebec points and Kapuskasing.
- File 4214.1526.*—Complaint of Mr. George H. Christalaw, Toronto, Ont., concerning express charges on a shipment of maple syrup from Blind River.
- File 18663.108.*—Application of Champlain Milk Products Company, Limited, Stanbridge, Que., concerning pick up and delivery service by railway companies at Stanbridge.
- File 490.8.*—Complaint of Pacific Co-operative Union, Mission City, B.C., concerning alleged discrimination in rates on glass jars shipped from Redcliff, Alta., to Mission City, B.C., as compared with rates to New Westminster or Vancouver, B.C.
- File 29159.665.*—Complaint of Mrs. Jean-Paul Cusson concerning inability to obtain telephone service, Verdun, Que.
- File 27425.186.*—Complaint of F. H. Fisher & Son, Glanworth, Ont., concerning freight rates on coal and coke from St. Thomas to Glanworth.
- File 44422.*—Application of Ernest Pelletier & Company, Limited, Cabano, Que., with respect to rates on furniture from Cabano to Montreal and Quebec, and lumber milled and dressed at Charny instead of Cabano.
- File 3574.468.*—Application of Mrs. Maurice Coallier for telephone service, Montreal, Que.
- File 3574.469.*—Application of Mr. Georges Couture, Beauportville, Que., for telephone service.
- File 44437.*—Application of Mr. John M. Montle, Rock Island, Que., with reference to shipment of two cows from Stanstead, Que., to Kentville, N.S., without man in charge.
- File 27008.42.*—Application of Dominion Bridge Company Limited, Montreal, for ruling or interpretation of the Board with respect to Section 3 of the Conditions of Bill of Lading.
- File 1700.432.*—Complaint of Kouri Importing & Brokerage Company, Montreal, concerning demurrage charges.
- File 44491.*—Complaint of New Brunswick Potato Products Limited, Hartland, N.B., against the Canadian Pacific Railway Company in connection with rate charged on a carload shipment of empty cans from Montreal to Hartland, N.B.
- File 33365.135.*—Application of Canadian Freight Association for approval of proposed Supplement No. 11 to Canadian Freight Classification No. 19.
- File T.D. 14350.3.*—Application of Imperial Oil Limited, Toronto, for ruling as to correct rate applicable on petroleum products from Port Stanley to Dunnville, Ont., under Agreed Charge tariff No. C.T.C. 11.
- File 44501.*—Application of National Harbours Board, Ottawa, concerning the legal charges assessable on two passenger gangways and fittings shipped over the Canadian National Railways from Quebec to Halifax.
- File 27425.187.*—Application of W. S. Wilson, Napanee, Ont., for reduction in rate on coal from Coxton, Pa., to Ernesttown Station, Ont.
- File 6713.249.*—Complaint of Auger & Auger, Quebec, Que., concerning switching charge assessed by Canadian National Railways on a car of lumber.
- File 25705.17.*—Complaint of Mr. G. H. N. Monkman, Deputy Minister, Department of Public Works, Province of Alberta, Edmonton, Alta., concerning increase in rates on gravel between Peace River, Alta., and Nampa, Donnelly and McLennan, Alta., by the Northern Alberta Railways Company.
- File T.D. 14153.*—Application of Mr. F. H. Lehberg, Oils and Fats Administrator, The Wartime Prices and Trade Board, with respect to rate on Rapeseed Oil, Moose Jaw to London with stop-off privilege at Winnipeg for refining.
- File 18540.35.*—Application of Mrs. T. V. Clarke, Secretary-Treasurer, Gambier Island Community Association, Vancouver, B.C., for installation of telephone service between the Y.M.C.A. Camp at Mt. Elphinstone, Howe Sound, B.C., and New Brighton, West Howe Sound, situated on Gambier Island.
- File 1700.433.*—Complaint of Old Colony Coal Company, New York, concerning demurrage charged on car of coal at Outremont, Que.
- File 44523.*—Complaint of Crown Lumber Company, Trochu, Alta., concerning alleged discrimination in rates on cement and bricks to Trochu, Alta., as compared with Wimbome, Alta., from Exshaw and Redcliff respectively.



- File T.D. 13901.*—Application of Steel Company of Canada, Limited, Hamilton, Ont., concerning interpretation of items in tariffs on the Canadian National and Canadian Pacific Railways relating to rates on scrap iron.
- File 44539.*—Complaint of Mr. Jos. S. Stauffer, Toronto, concerning charges collected by the Northern Navigation Division of the Canada Steamship Lines, Limited, for the carriage of a one-ton Ford truck between Sarnia and Port Arthur.
- File 21783.*—Application of the Municipal Council of Ste. Madeleine, Que., for the establishment of commutation fares between Montreal and Ste. Madeleine on the Canadian National Railways.
- File 7287.28.*—Complaint of Mr. R. R. Leach, Montreal, Que., concerning commutation fares between Montreal and St. Jerome.
- File 44447.*—Application of Darling & Company of Canada, Limited, Chatham, Ont., re rates on dried meat scraps, carloads, from Chatham to various points in Ontario.
- File 3574.412.*—Complaint of Miss Sophie Kohen, Toronto, Ont., concerning unsatisfactory telephone service.
- File 3839.373.*—Complaint of Mr. B. T. Parkinson, Orangeville, Ont., regarding termination by the Bell Telephone Company of service to Mr. Campbell Wilson, Village of Laurel, Ont.
- File T.D. 14060.*—Application of Senator G. G. McGeer on behalf of Parsons, Brown Limited, Vancouver, with reference to legal rate properly applicable on shipments of dimethylolurea from Belle, West Virginia, to Vancouver, B.C.
- File 3574.471.*—Application of Mr. Armand Cormier, St. Josephat, Que., concerning installation of telephone for Mr. A. Boyer, member of the School Commission there.
- File 27008.42.*—Complaint of Mr. S. E. Bourget concerning claim for loss with respect to shipment made to St. Adelaide, a flag station.
- File 4214.147.*—Application of Mr. Sarto Fournier, M.P., Constituency of Maisonneuve-Rosemount (Montreal), requesting an extension to the express delivery limits.
- File 26901.92.*—Application of Mr. J. H. Matthews, M.P., on behalf of the Golden Rehabilitation Committee with reference to freight rate on green lumber from Rogers to Golden, B.C.
- File 44585.*—Complaints of the Swift Canadian Company, Limited, the Canada Packers Limited, and the Special Products Board, regarding reasonableness of Item 2015 of Canadian Freight Association tariff C.T.C. No. 1391 increasing shipping weight of eggs for export from Eastern Canadian points to Canadian Seaboard Ports from 53 to 56 pounds per wooden case of 30 dozen.
- File 44586.*—Complaint of Dustbane Company of B.C. Limited, Vancouver, concerning carload freight rate on sisal waste or twine mill waste shipped in bulk from points in Eastern Canada.
- File 4214.106.*—Application of R. L. Savage, Regina, Sask., concerning extension of express delivery limits at Regina, Sask.
- File 44592.*—Application of Dominion Traffic Association, Toronto, concerning rate properly applicable on shipment of platform trucks from Woodstock, Ont., to Burnaby, B.C.
- File 29674.1&2.*—Complaint of M. Ryan & Son, Ltd., Fredericton, N.B., with regard to surcharge on cars of brick shipped to United States points.
- File 44597.*—Applications of Mr. Carl Bindman, Thetford Mines, Que., and the Philip Carey Manufacturing Company, Cincinnati, Ohio, for disallowance of Supplement 1 to Quebec Central Railway tariff C.T.C. No. 1192 cancelling proportional rates on asbestos products from Quebec Central points to Sherbrooke, Que.
- File 44599.*—Complaints of Wm. D. Branson, Ltd., and Canadian Fruit Wholesalers' Association, Toronto, concerning amendment to Items 184 and 2245 of Canadian Pacific tariff C.T.C. No. E.4380, resulting in cancellation of proportional rates on bananas, fruits and vegetables from Detroit, Mich., to points in the Maritime Provinces.
- File 44593.*—Application of Dominion Traffic Association for ruling by the Board as to whether, or not, under the provisions of Canadian Freight Classification No. 19, 3rd class rating applies on mixed carloads of medicines, soap and toilet preparations from Perth to Western Canada.
- File 34822.2.2.*—Complaint of Hon. Senator J. E. Sinclair on behalf of the Summerside Board of Trade against the rates charged for trucks on the car ferry SS. Charlottetown plying between Borden and Tormentine and operated by the Canadian National Railways.
- File 29674.1&2.*—Application of Mile End Fruit Exchange, Inc., Montreal, for ruling of the Board in the matter of surcharge assessed on shipment of potatoes from Caraquet, N.B., to Cleveland, Ohio.
- File 20933.1.*—Application of Regina Realty, Vancouver, B.C., concerning freight rates on mineral water and mineral clay from Vancouver to various cities east of Vancouver.

## TRAFFIC ORDERS, 1945

- Order 65591, January 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65594, January 6.*—Authorizing The Bell Telephone Co. of Canada to amend its tariff C.T.C. No. 6716 on short notice.
- Order 65597, January 6.*—Directing, upon the application of the Burrows Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Aggie, Alta.
- Order 65598, January 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65601, January 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 3.
- Order 65603, January 11.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65615, January 13.*—Directing, upon the application of Lumber Manufacturers Limited and The Wholesale Fuel Company Limited, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicants from Atik, Man.
- Order 65625, January 16.*—Approving amendment to agreement of the British Columbia Telephone Co., with the Pacific Telephone and Telegraph Co.
- Order 65628, January 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65629, January 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Secs. 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 65634, January 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65643, January 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65648, January 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney and Louisburg Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65652, January 23.*—Approving under Maritime Freight rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65656, January 24.*—Authorizing C.N.R. and C.P.R. to reissue their tariffs on Hay between points in Quebec on less than statutory notice.
- Order 65665, January 26.*—Approving agreement between The Bell Telephone Co., and Omer Lacoste (Le Telephone du Nord) dated October 21, 1940.
- Order 65667, January 26.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 116 to the Georgian Bay Tourist Company of Midland, Limited.
- Order 65673, January 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65676, February 6.*—Directing, upon the application of the Fort St. John Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Dawson Creek, B.C.
- Order 65692, February 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65693, February 3.*—Approving agreement between The Bell Telephone Co., of Canada and La Compagnie du Telephone Saguenay-Quebec, dated January 31, 1941.
- Order 65695, February 3.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 117 to the Canadian Pacific Railway Co.
- Order 65706, February 8.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65709, February 9.*—Directing, upon the application of Johnsson Bros. & Ostberg, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Love, Sask.
- Order 65714, February 10.*—Approving Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie de Telephone Nationale.

- Order 65720, February 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65724, February 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Sec. 3.
- Order 65726, February 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65727, February 13.*—Directing railway companies subject to Board's jurisdiction to amend their tariffs publishing carload rates on Dynamite.
- Order 65728, February 12.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 118 to The Niagara, St. Catharines & Toronto Railway Company.
- Order 65731, February 14.*—Approving service station contract between The Bell Telephone Company of Canada and the Innerkip Rural Telephone Company, Limited.
- Order 65747, February 17.*—Approving Supplement No. 10 to Canadian Freight Classification No. 19.
- Order 65752, February 20.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 119 to North-west Steamships Limited.
- Order 65765, February 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65766, February 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65770, February 27.*—Authorizing Canadian Freight Association to amend its tariff C.T.C. No. 1391 on less than statutory notice, to correct an error.
- Order 65777, February 28.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 120 to Ontario Car Ferry Co., Limited.
- Order 65779, March 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65791, March 6.*—Authorizing the C.P.R. to amend its tariff C.T.C. No. E.4595 on short notice to correct an error.
- Order 65793, March 5.*—Directing the Canadian National Railways, Canadian Pacific Railway Company, New York Central Railroad Company and Toronto, Hamilton and Buffalo Railway Company:
- (1) To amend the commodity description of the items in their tariffs publishing mileage rates on Gravel, Sand and Stone.
  - (2) To amend the mileage scale of rates to the extent set out in said Order.
- Order 65801, March 6.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 121 to Upper Lakes and St. Lawrence Transportation Company, Ltd.
- Order 65805, March 9.*—Approving tolls published in tariffs filed by C.N.R. under Sec. 3 of the Maritime Freight Rates Act.
- Order 65807, March 9.*—Directing, upon the application of Norman Gillies, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Orosquen, Sask.
- Order 65808, March 10.*—Approving revised Appendix "A" to agreement between The Bell Telephone Company of Canada and the Lambton Telephone Company.
- Order 65812, March 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65818, March 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65822, March 15.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 122 to the Abitibi Navigation Company, Ltd.
- Order 65827, March 17.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 123 to Canada Steamship Lines Limited and The Northern Navigation Company Limited.
- Order 65828, March 19.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 124 to Canada Steamship Lines Limited and The Northern Navigation Company Limited.
- Order 65832, March 20.*—Authorizing C.P.R. to amend its tariff C.T.C. No. E.4380 on short notice to correct an error.
- Order 65838, March 19.*—Approving Supplement No. 13 to Express Classification for Canada No. 8.
- Order 65839, March 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.



- Order 65840, March 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65841, March 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Secs. 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 65842, March 21.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 125 to Sarnia Steamships, Limited.
- Order 65844, March 20.*—Directing, upon the application of D. A. Shaw, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Hines Creek, Alta.
- Order 65845, March 21.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 126 to Colonial Steamships, Limited.
- Order 65856, March 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65860, March 24.*—Approving agreement between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Moore.
- Order 65861, March 24.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 127 to Tree Line Navigation Company, Limited.
- Order 65865, March 27.*—Approving service station contract between The Bell Telephone Company of Canada and The Woodbridge and Vaughan Telephone Company Limited.
- Order 65873, March 28.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65882, March 29.*—Approving revised sheets of tariffs C.T.C. Nos. 6652 and 6668 filed by The Bell Telephone Company of Canada.
- Order 65885, March 31.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 128 to St. Lawrence Steamships Limited
- Order 65894, April 6.*—Directing, upon the application of the Crooked Creek Lumber Co., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Grande Prairie, Alta.
- Order 65899, April 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 3.
- Order 65902, April 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3 and certifying the Dominion Atlantic Railway Company's proportion of the normal tolls.
- Order 65905, April 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65914, April 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65917, April 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65923, April 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65932, April 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65934, April 24.*—Approving Traffic Agreement between The Bell Telephone Company of Canada and The Corporation of the Township of North Gosfield.
- Order 65949, April 27.*—Approving Traffic Agreement between The Bell Telephone Company of Canada and the Allenford Rural Telephone Co., Ltd.
- Order 65952, April 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Secs. 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 65954, April 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65957, April 30.*—Approving Traffic Agreement between The Bell Telephone Company of Canada and the Syndicat Cooperatif de Telephone de Valcourt.
- Order 65958, April 30.*—Approving resolution of The International Bridge and Terminal Co., authorizing the Traffic Manager to prepare and issue tariffs of tolls to be charged by the Applicant company.



- Order 65962, May 1.*—Approving Supplement No. 2 to agreement between The Bell Telephone Company of Canada and Adrien Phaneuf (Proprietor of Le System de Telephone Phaneuf).
- Order 65969, May 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 65981, May 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3 and certifying the Temiscouata Railway Company's proportion of the normal tolls.
- Order 65982, May 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65985, May 7.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Cumberland Railway & Coal Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 65989, May 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66001, May 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66010, May 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66028, May 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Secs. 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 66030, May 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66039, May 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66046, May 22.*—Approving revised sheets of tariff C.T.C. No. 25 filed by the British Columbia Telephone Company.
- Order 66063, May 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66070, May 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66071, May 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Secs. 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 66083, June 1.*—Approving By-law No. 20 of the Canadian National Railways adopted on May 25, 1945.
- Order 66087, June 2.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66098, June 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66105, June 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66122, June 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66123, June 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66157, June 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66163, June 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66173, June 22.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66177, June 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66196, July 4.*—Approving Supplement No. 1 to service station contract between The Bell Telephone Company of Canada and the Bolton Glen Telephone Association.
- Order 66202, July 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.

- Order 66204, July 5.*—Amending Order No. 63316, dated March 2, 1943, fixing charges for the transportation of Eggs for Mid-West Produce Co. Ltd., by striking out the word "Beausejour", after the word "Arborg" in the list of stations in the operative part of the Order.
- Order 66206, July 6.*—Approving resolution of the Great Northern Railway Company adopted on June 28, 1945.
- Order 66207, July 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Temiscouata Railway Company under Sec. 9 and certifying the normal tolls for reimbursement purposes.
- Order 66213, July 9.* Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66219, July 10.* Approving agreement between the British Columbia Telephone Company and the Okanagan Telephone Company.
- Order 66221, July 11.*—Approving Supplement No. 1 to service station contract between The Bell Telephone Company of Canada and the Commissioners for the Telephone System of the Municipality of the Township of Chinguacousy.
- Order 66228, July 13.*—Approving Traffic Agreement, and Supplement No. 1 thereto, between the Bell Telephone Company of Canada and the East Luther Telephone System.
- Order 66248, July 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66249, July 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Maritime Coal, Railway & Power Company, Ltd., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66260, July 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 3.
- Order 66273, July 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66287, July 23.*—Approving Supplement No. 11 to Canadian Freight Classification No. 19.
- Order 66304, July 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66313, July 31.* —Amending Order 60258, dated January 30, 1941, fixing charges for the transportation of Lumber and Forest Products between stations in Western Canada for Chisholm Saw Mills Ltd., by striking out Mitsue, Alberta, as a shipping point.
- Order 66333, August 7.* Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66334, August 7.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 3.
- Order 66336, August 7.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Temiscouata Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66346, August 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66352, August 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Temiscouata Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66356, August 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3 and certifying the Temiscouata Railway Company's proportion of the normal tolls.
- Order 66371, August 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.N.R. under Sec. 3 and certifying the Dominion Atlantic Railway Company's proportion of the normal tolls.
- Order 66372, August 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66385, August 20.* Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 3.
- Order 66391, August 22.* Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66423, August 30.* Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66429, September 1.* Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.

- Order 66430, September 1.*—Amending Order 62887, dated October 27, 1942, fixing charges for the transportation of Lumber and Forest Products between stations in Western Canada for Hales H. Ross & Sons, Ltd., and the Imperial Lumber Co. Ltd., by striking out the word "Antross", where it appears in the operative part of the Order.
- Order 66434, September 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66455, September 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66474, September 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying the normal tolls for reimbursement purposes.
- Order 66476, September 17.*—Directing, upon the application of Chas. I. Edwards, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge Approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the Applicant from Rocky Mountain House, Horburg and Phoenix, Alta.
- Order 66480, September 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66481, September 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66486, September 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66509, September 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66544, October 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Secs. 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 66545, October 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Secs. 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 66546, October 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66550, October 10.*—Approving Supplement No. 1, dated May 16, 1945, to service station contract between The Bell Telephone Company of Canada and La Cie de Telephone Grand Riviere du Loup.
- Order 66552, October 10.*—Approving Supplement No. 2, dated May 28, 1945, to Traffic Agreement, dated March 8, 1938, between The Bell Telephone Company of Canada and the Byron Telephone Company Limited.
- Order 66565, October 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66582, October 17.*—Approving Supplement No. 2, dated Sept. 12, 1945, to Agreement between The Bell Telephone Company of Canada and the Manila Union Telephone Company Limited, dated April 20, 1938.
- Order 66588, October 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Temiscouata Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66598, October 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66613, October 26.*—Approving revised Appendix "A", dated October 2, 1945, to Traffic Agreement between The Bell Telephone Company of Canada and La Cie de Telephone de La Tuque Falls, dated December 8, 1937.
- Order 66626, November 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66632, November 3.*—Approving Supplement No. 2, dated Montreal, P.Q., September 7, 1945, and Ste. Clothilde, P.Q., September 20, 1945, to Traffic Agreement, dated May 17, 1937, between The Bell Telephone Company of Canada and La Compagnie Telephonique Lauzon.
- Order 66633, November 3.*—Approving Traffic Agreement dated Montreal, September 7, 1945, and Ste. Clothilde, P.Q., September 20, 1945, between The Bell Telephone Company of Canada and Robert Laforest (Proprietor of La Compagnie Telephonique Lauzon).
- Order 66638, November 6.*—Approving Agreement covering basis of settlement on interchange of long distance message toll service between the British Columbia Telephone Company and the Alberta Government Telephones, dated October 25, 1945.



- Order 66642, November 6.*—Approving revised Appendix "A", dated July 4, 1945, to Traffic Agreement between The Bell Telephone Company of Canada and The Mount Albert Telephone Company, Limited, dated August 30, 1938.
- Order 66655, November 8.*—Approving revised sheets of tariff C.T.C. No. 25 of British Columbia Telephone Company, as listed in Filing Advice No. 157, dated November 1, 1945.
- Order 66679, November 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66694, November 17.*—Approving Supplemental Agreement, dated June 1, 1945, to Traffic Agreement between The Bell Telephone Company of Canada and the New York Telephone Company, dated July 14, 1922.
- Order 66706, November 22.*—Approving Supplement No. 4, dated at Sherbrooke, September 21, 1945, and at Montreal, September 7, 1945, to Traffic Agreement between The Bell Telephone Company of Canada and La Compagnie Canadienne de Telephone, dated January 7, 1937.
- Order 66716, November 24.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 66735, November 29.*—Approving Supplement No. 2, dated at Montreal, October 17, 1945, and St. Andre Avellin, October 30, 1945, to Agreement dated June 6, 1939, between The Bell Telephone Company of Canada and La Compagnie de Telephone de la Petite Nation.
- Order 66739, November 30.*—Approving Agreement, dated May 26, 1945, between The Bell Telephone Company of Canada and the Canadian Marconi Company.
- Order 66745, December 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Sec. 3.
- Order 66746, December 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66747, December 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66748, December 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66749, December 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66750, December 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66762, December 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.N.R. under Sec. 3.
- Order 66778, December 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Temiscouata Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66779, December 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.N.R. under Sec. 3.
- Order 66786, December 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Sydney & Louisburg Railway Company under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66828, December 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66829, December 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66831, December 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.N.R. under Sec. 3.
- Order 66843, December 20.*—Suspending until further Order of the Board cancellation of proportional rates from Detroit, Michigan, on Bananas, Vegetables and Citrus Fruits.
- Order 66853, December 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the C.N.R. under Sec. 3.
- Order 66860, December 26.*—Approval of Agreed Charge on Petroleum Products for Alberta Hi-Way Refineries Limited, Imperial Oil Limited, McColl-Frontenac Oil Company, Limited, and North Star Oil Limited, from Calgary, Alta., to points in the Provinces of Alberta and Saskatchewan.

W. E. CAMPBELL,  
Director.



## APPENDIX "D"

FEBRUARY 23, 1946.

The Secretary,  
Board of Transport Commissioners for Canada,  
Ottawa, Ont.

DEAR SIR,—I submit herewith my Annual Report and information regarding the work of the Engineering Branch of the Board during the past year.

INTERLOCKING PLANTS AND CHANGES TO PLANTS AND SIGNALS: AND  
APPLICATIONS FOR OPERATION THROUGH INTERLOCKING PLANTS

Recommendations were made in connection with changes to 31 interlocking plants and 29 interlocking plants were inspected in connection with Operating Orders. When applications are made by railways for approval of plans covering the installation of, and changes to, signals and interlocked switches at diamond crossings, bridges or junctions, a thorough check of the track and signal plans is made, having in view that the plant is designed to provide full protection for all train movements through the interlocking plant, with signals and switches so arranged and interlocked mechanically or electrically, or both, to prevent trains from receiving conflicting indications.

An examination is made to ascertain that signals are located at points where trainmen will receive indications in sufficient time to permit safe operating conditions at all times; that the proper track circuit, detector and approach locking has been provided, and a suitable type of signal is used and so placed as to give trainmen sufficient information to properly control and operate their trains in safety at all times.

As a general rule, in many cases it was necessary to make an inspection in the field and to check all circuits, which, in the case of large interlocking plants, involves many sheets of complicated written circuits. A check is made of the speed of all trains operated or proposed to be operated through the interlocker and available routes through the interlocking plant, in order to ascertain that no conflicting routes can be set up and signals cleared. Before the plants were placed in service the Board's Engineer made a check in the field in all cases to insure the circuits were installed in accordance with the approved plan, and that signals and switches functioned as intended, and recommendation was made to the Board in all cases in connection with the necessary Operating Order before the plants were put in operation.

PROTECTION AT HIGHWAY CROSSINGS BY WIG-WAGS AND BELLS, FLASHING  
LIGHT SIGNALS AND BELLS, AND ELECTRIC GATES

During the year there were 23 installations of automatic protection at railway crossings, in addition to some 10 cases of circuit improvement in connection with existing protective devices. Applications for automatic protection at railway highway level crossings are made by Municipal and Provincial

highway authorities, sometimes by the railways, and any other cases brought to the Board's attention by the officers of the Board. Not all applications result in installation of the protection applied for, but in the majority of cases they entail an inspection by an Engineer of the Board and his report, for the Board's decision.

When an inspection is made, arrangements are made for representatives of the railway and highway authority to be present and consideration is given to the various hazards present. An examination is made in connection with all the inspections of the physical conditions, such as obstructions to view, steep grade, intersecting highways, sharp curves and approaches, and volume of railway and highway traffic passing over the crossing, together with the speed of highway and rail traffic. Observations were made of physical conditions which might affect or detract the attention of a driver of approaching railway traffic. From the observations made a recommendation is made by the Board's Engineer regarding the necessity and type of protection. In cases where protection was decided upon, plans were prepared by the railway company which later were examined by the Board's Engineer to ascertain if the signals were properly located and track circuits designed properly to give ample warning for the operation of the protection. Close attention was given to ascertain that means were provided for the proper operation of the protection for train switching and train meets, in cases where passing tracks were located within the operating circuits.

After the installation of the protection, the Board's Engineer made inspections and a thorough operating test to ascertain if the circuits had been installed in accordance with the plans approved, and that the protection was working satisfactorily. The Board's Engineer also makes an audit of all costs of such protection, which involves the checking of all items of labour and material, as well as original invoices, and recommendation is made in connection with payments from the Grade Crossing or special funds.

There were many inspections made during the year in connection with applications for highway crossing protection, but as a result of the inspection, it was not considered the protection applied for was warranted.

#### INSPECTION OF RAILWAY LINES FOR THE CARRIAGE OF TRAFFIC

There were 3 applications during the past year involving inspections of this nature. The most important and most involved was that in connection with the Canadian National Railways Eastern Junction-Bout de l'Isle line. This line provided a direct connection between the C.N.R. freight facilities and the east and west end of the City of Montreal and for the routing of all passenger trains from the north and northeast of the Province of Quebec into Central Station, Montreal, instead of Moreau St. Station, and an electrified suburban service between the fast developing area in the north end and the centre of the city. The construction of the line removed the necessity of a detour of 108 miles; from an economical viewpoint, especially in view of War conditions, every effort was made to get the new work in operation as quickly as possible, and this involved a number of inspections by an Engineer of the Board. Following an application of June 5 for inspection, an inspection was made by an Engineer of the Board on June 7.

The inspection covered all physical features of the line, including embankments, culverts, drainage, fencing, ballast, track structure, road and farm crossings, subway and one overhead crossing of the C.P.R. There were only two level crossings on the line and 12 highways were crossed by subways under the railway. At the time of the inspection the ballasting was not entirely completed, and recommendation was made by the Board's Engineer for a safe speed limitation. A further inspection was made by Engineer on August 3, and he found the ballasting and certain other minor details not entirely completed, but as a result of that inspection he was able to make recommendation for safe increased speed. A third inspection was made by the Board's Engineer November 14, at which time he found the line in excellent condition and safe for normal speeds for a line of this class.

In addition to inspections made for the opening of traffic, the construction of the subways involved examination of the plans by an Engineer of the Board, and of the structures after completion, to ascertain that they were safe for operation during the construction period and before the line was inspected for the carriage of ordinary traffic.

#### HIGHWAY CROSSINGS, OPENED, CLOSED: AND HIGHWAY DIVERSIONS

There were 128 new highway crossings opened during the year and 15 closed, together with 4 highway diversions. The highway crossings opened involved cases where the railway companies wished to extend their tracks across the existing public ways, and where Municipal and Highway authorities desired to cross existing tracks by new or diverted highways.

Plans and profiles of the railway and highway were examined by the Engineers to ascertain if any objectionable features, such as obstructions to view, grades of approach, etc., could be improved. Railway and highway traffic was checked for volume of movements, and the views of approaching trains considered, having in view the necessity of protection. A number of the cases required an examination on the ground and recommendations were made following the inspection, having in view the promotion of all safety features.

Inspections were made in connection with highway diversions to ascertain the possibility of eliminating existing crossings.

#### BRIDGES

During the year there were 29 bridges and subways approved for construction and reconstruction. The use of heavier motive power has made it necessary to carry out various works capable of safely carrying the heavier rolling stock at speeds greatly in excess of the speeds in existence some years ago. This involves strengthening and reconstruction of bridges and culverts. The plans in connection with these structures were all submitted and were examined by the Engineering Department before a recommendation was made to the Board for their approval. After the structures were completed, an examination was made by an Engineer of the Board in all cases to ascertain that they were built according to approved plan and safe for the carriage of traffic.



In addition to the inspections enumerated above, plans were examined in connection with applications for water pipes, gas and sewers passing under the railways. In some cases these involved an inspection in the field. Plans were also examined in connection with applications for mining tunnels. These involved cases where the underground workings proposed closely approached the railway right-of-way, and recommendations were made to ensure every safety precaution for the Board's consideration in issuing Order.

Numerous applications and recommendations were before the Engineering Department for consideration and recommendation in connection with establishing sight lines at existing crossings. In some cases, work of this nature involved the Board's Order for an easement over the lands, and the Board's Engineer placed a value on the lands involved and made recommendations in connection therewith to the Board.

#### RAILWAY GRADE CROSSING FUND, AND SPECIAL VOTES

In accordance with the provisions of subsection (5) of Section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000.00 each year, for ten consecutive years from the first day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety, and convenience of the public in respect of highway crossings of railways at rail level, in existence on the first day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years, and again in 1929.

An amount of \$500,000.00 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000.00 from the Unemployment and Farm Relief Fund 1931-32; \$500,000.00 by special vote of Parliament in 1934. In 1938, \$300,000.00 was placed in The Railway Grade Crossing Fund in addition to the usual \$200,000.00, and \$500,000.00 was placed in the Railway Grade Crossing Fund by special vote in 1939; \$1,000,000.00 by the Public Works Construction Act, 1935; \$1,000,000.00 by Vote 420 Special Supplementary Estimates, 1936-37; Vote 357, Special Supplementary Estimates, 1937-38, \$1,064,000.00; Vote 630, Supplementary Estimates 1938-39, provided \$1,000,000.00 and Vote 585, Supplementary Estimates 1939-40, provided \$1,000,000.00 making the total provided to the end of the year 1939 of \$13,364,000.00. Out of these funds the sum of \$11,733,496.80 has already been paid.

The funds voted to the Railway Grade Crossing Fund are accumulative, whereas the money provided by the Special Votes had to be committed to projects by the end of the current fiscal year, when the vote elapsed, and funds not already committed were no longer available.

Expenditures from the Railway Grade Crossing Fund were low during the War years due to labour and material being directed to War purposes, and recommendations were only made for protection at highway crossings when absolutely necessary at the time.



In 1928, the Railway Act was amended by Chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall not exceed 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.00. Under the terms of the Public Works Construction Act, 1935, Vote 420 of the Special Supplementary Estimates, 1936-37; Vote 357 of the Special Supplementary Estimates, 1937-38; Vote 630 Supplementary Estimates, 1938-39; and Vote 585 Supplementary Estimates, 1939-40; grants could be made up to 100 per cent of the cost of construction out of the funds provided under those Acts. Following statements show the distribution of funds provided for protection of highways crossing railways from 1909, when the first grant was made, to December 31, 1945.

The Board's Chief Engineer has assisted throughout the last year in a Dominion-wide survey in connection with grade separation projects for consideration by the Reconstruction Department as possible post-war works.

The Engineering Department wishes to express its appreciation of the co-operation extended to it at all times during the past year by officials and Engineers of the Provincial Highways Departments, Municipalities and Railways.

The railways have been called upon to handle a tremendous war-time traffic at greatly increased speeds. In spite of the shortage of materials and labour, a substantial mileage of automatic block signals was installed. The road beds of the railways have been well maintained in a manner to ensure safety for operation.

I attach herewith details and summarized statement of works of the Engineering Department during the year 1945.

D. G. KILBURN,  
*Chief Engineer.*

STATEMENT SHOWING TOTAL AMOUNT PAID FOR WORK DONE IN THE DIFFERENT PROVINCES OUT OF THE RAILWAY GRADE CROSSING FUND AND SPECIAL VOTES—PERCENTAGE OF TOTAL EXPENDITURE IN EACH PROVINCE, AND PERCENTAGE OF POPULATION OF CANADA IN EACH PROVINCE, 1909 TO DECEMBER 31, 1945

Province	Total expenditure from the different Votes	Percentage of total amount of expenditure	Population of Province	Percentage of population of Canada
	\$ cts.			
British Columbia.....	771,056 41	6.57	817,161	7.11
Alberta.....	392,439 19	3.34	796,169	6.93
Saskatchewan.....	629,954 06	5.36	895,992	7.80
Manitoba.....	344,926 78	2.94	729,744	6.35
Ontario.....	5,839,013 36	49.77	3,787,655	32.97
Quebec.....	2,724,282 26	23.23	3,331,882	29.00
New Brunswick.....	292,020 63	2.49	457,401	3.98
Nova Scotia.....	717,043 49	6.11	577,962	5.03
Prince Edward Island.....	22,760 62	.19	95,047	.83
	11,733,496 80	100	11,489,013	100

## EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSINGS

1909 TO DECEMBER 31, 1945

Province	Grade Crossing Fund	Percentage of Total	Provinces and Municipalities	Percentage of Total	Railway	Percentage of Total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia.....	771,056 41	39.87	751,697 24	38.87	411,199 27	21.26	1,933,952 92
Alberta.....	392,439 19	32.40	417,161 82	34.44	401,725 57	33.16	1,211,326 58
Saskatchewan.....	629,954 06	36.33	770,668 65	44.45	333,178 12	19.22	1,733,800 83
Manitoba.....	344,926 78	43.93	204,762 31	26.08	235,438 41	29.99	785,127 50
Ontario.....	5,839,013 36	20.28	9,320,898 68	32.37	13,641,161 80	47.35	28,801,073 84
Quebec.....	2,724,282 26	38.89	3,369,284 94	48.08	912,680 72	13.03	7,006,247 92
New Brunswick.....	292,020 63	44.70	201,818 48	30.88	159,567 38	24.42	653,406 49
Nova Scotia.....	717,043 49	46.03	592,042 45	38.06	247,864 87	15.91	1,557,850 81
Prince Edward Island.....	22,760 62	60.08	12,822 98	33.85	2,300 94	6.07	37,884 54
Total.....	11,733,496 80	26.84	15,642,057 55	35.78	16,345,117 08	37.38	43,720,671 43

The above figures include payments from the Railway Grade Crossing Fund, and all other Votes for highway crossing protection.

ENGINEERING DEPARTMENT,  
JANUARY 4, 1946.

CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND

REPORT OF THE COMMISSIONERS

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Protection	Location	Railway	Per Cent	Con-tribution \$ cts.
Flashing light signals (2) and bell (1).....	Highway No. 11, Township of McAuley, Ont.....	C.N.R.....	40	1,120 00
Flashing light signals (2) and bell (1).....	Montgomery Road, Township of Etobicoke, Ont.....	C.P.R.....	40	1,600 00
Flashing light signals (2) in lieu of lightning flash signals.....	Church Street, St. Thomas, Ont.....	M.C.R.....	40	456 00
Flashing light signals (2) in lieu of lightning flash signals.....	Stanley Street, St. Thomas, Ont.....	M.C.R.....	40	456 00
Flashing light signals (2) and bell (1).....	Crossing at Bourget Station, Ont.....	C.P.R.....	40	1,760 00
Flashing light signals (2) and bell (1).....	Crossing north of Station, New Westminster, B.C.....	G.N.R.....	40	1,124 00
Flashing light signals (2) and bell (1).....	Crossing at Strathmore Station, Pointe Claire, Que.....	C.P.R.....	40	2,000 00
Flashing light signals (2) and bell (1).....	Crossing at Strathmore Station, Pointe Claire, Que.....	C.N.R.....	40	1,640 00
Flashing light signals (2) and bell (1).....	Haig Boulevard, Township of Toronto, Ont.....	C.N.R.....	40	2,260 00
Flashing light signals (2) and bell (1).....	Crossing at Glencoe Station, Ont.....	C.P.R.....	40	1,480 00
Flashing light signals (2) and bell (1).....	Provincial Highway No. 2, near Chatham, Ont.....	P.M.R.....	40	760 00
Flashing light signals (2) and bell (1).....	County Road No. 25, in United Counties of Leeds and Grenville, Ont.....	C.P.R.....	40	136 00
Flashing light signals (2) and one bell in lieu of existing bell.....	Crossing at Oak Lake Station, Ont.....	C.P.R.....	40	1,520 00
Flashing light signals (2) and one bell in lieu of existing bell.....	Crossing at Mallorytown Station, Ont.....	C.N.R.....	40	520 00
Flashing light signals (2) and one bell in lieu of existing bell.....	Crossing at St. Pascal Station, Que.....	C.N.R.....	40	2,080 00
Short arm gates.....	Talbot Street, Essex, Ont.....	M.C.R.....	40	2,360 00
Highway diversion closing crossing.....	Hastings Avenue, R.M. of Senloe, Sask.....	C.P.R.....	40	430 00
Changes in ringing circuit of bells, and wigwag.....	Yale Road, Hope, B.C.....	C.N.R.....	40	140 00
Establish sight lines.....	Crossing at Clarkson, Ont.....	C.N.R.....	40	120 00
Establish sight lines.....	Toll Gate Road, two miles west of Brantford, Ont.....	C.N.R.....	40	912 00
Establish sight lines.....	Crossing in Lot 15, Con. 11, Township of Trafalgar, Ont.....	C.N.R.....	40	520 00

## CONSTRUCT AND RECONSTRUCT BRIDGES AND SUBWAYS

Construct bridge at mileage 68.0 Headley Subdivision, Canadian Pacific Railway over Headley Creek, Alberta.

Reconstruct bridge at mileage 52.5, Quebec Subdivision, Quebec Central Railway.

Reconstruct bridge at mileage 29.5, Newport Subdivision, Quebec Central Railway, Quebec.

Reconstruct bridge over Little Current Channel between Goat and Manitoulin Islands, Ontario, Canadian Pacific Railway.

Reconstruct bridge over St. Anne River at St. Raymond, Quebec, Canadian National Railways.

Reconstruct bridges over White River at mileage 59.9, Batiscan Subdivision, Quebec, Canadian Pacific Railway Company.

Reconstruct bridge over public road at mileage 24.84, Kashe Subdivision, British Columbia, Canadian Pacific Railway.

Reconstruct bridge over Rosebud River at mileage 65.9, Drumheller Subdivision, Alberta, Canadian National Railways.

Reconstruct bridge Number 113.93, Nelson Subdivision, British Columbia, Canadian Pacific Railway Company.

Reconstruct bridge Number 110.25, Nelson Subdivision, British Columbia, Canadian Pacific Railway Company.

Reconstruct bridge at mileage 65.7, Drumheller Subdivision, Canadian National Railways over Rosebud River.

Reconstruct overhead highway bridge at mileage 69.7, Latuque Subdivision, Quebec, Canadian National Railways.

Reconstruct bridge Number 10.71, White Fox Subdivision over White Fox River, Saskatchewan, Canadian Pacific Railway Company.

Reconstruct highway bridge, Chatham Street, Hamilton, Ontario. Toronto, Hamilton and Buffalo Railway.

Reconstruct bridge at mileage 73.8, Yale Subdivision, British Columbia, Canadian National Railways.

Reconstruct bridge at mileage 73.6, Yale Subdivision, British Columbia, Canadian National Railways.

Construct bridge over Descinte Deslauriers Watercourse at St. Basile le Grand, County of Chambly, Quebec, mileage 17.7, St. Hyacinthe Subdivision, Canadian National Railways.

Reconstruct bridge at mileage 31.1, White Bear Subdivision, Saskatchewan, Canadian National Railways.

Reconstruct bridge 37.3, Little Current Subdivision, Ontario, Canadian Pacific Railway Company.

Reconstruct bridge over Lachevrotiere River, mileage 37.22, La Tuque Subdivision, Quebec, Canadian National Railways.

Construct overhead bridge over Canadian Pacific Railway, mileage 54.7, Coquihalla Subdivision at Hope, British Columbia.

Reconstruct bridge over Rosebud River at mileage 69.2, Drumheller Subdivision, Alberta, Canadian National Railways.

Reconstruct subway at mileage 8.8, Acadia Valley Subdivision, Saskatchewan, Canadian National Railways.

Reconstruct subway at mileage 2.7, Acadia Valley Subdivision, Saskatchewan, Canadian National Railways.

Changes to bridge by removing counterweight. Canadian National Railways over Assiniboine River at Winnipeg, Manitoba.



Reconstruct bridge over Canadian Pacific Railway tracks at Nelson Street, Sudbury, Ontario.

Reconstruct bridge over public road at mileage 50.42, Alderdale Subdivision, Ontario, Canadian National Railways.

Reconstruct bridge Number 7.10, Peterborough Subdivision, near Norwood Station, Ontario, Canadian Pacific Railway.

Reconstruct bridge Number 79.12, Cartier Subdivision, Canadian Pacific Railway over Junction Creek at Sudbury, Ontario.

Reconstruct bridge 0.25, Stobie Branch, Canadian Pacific Railway over Nolins Creek, Sudbury, Ontario.

#### STANDARD BRIDGE WARNING

Approval of Canadian Pacific Railway standard bridge warning equipped with cord danglers.

#### APPROVAL OF OPERATION OVER AND UNDER BRIDGES

Two bridges over Riviere aux Chiens, County of Terrebonne, Quebec, mileage 19.7, Park Avenue Subdivision, Canadian Pacific Railway.

Bridge at mileage 19.58, Dundas Subdivision, Ontario, Canadian National Railways.

Bridge over Riviere aux Chiens on third spur track to Commonwealth Plywood Company at mileage 19.7, Park Avenue Subdivision, County of Terrebonne, Quebec. Canadian Pacific Railway.

Bridge Number 29.1, Newport Subdivision, Quebec, Quebec Central Railway.

Parsons bridge carrying Esquimalt and Nanaimo Railway over Canadian National Railways in District of Esquimalt, British Columbia.

Bridge over highway at mileage 79.12, Victoria Subdivision, Esquimalt and Nanaimo Railway, Vancouver Island, British Columbia.

Bridge over Henderson's Creek, mileage 0.9, Eganville Subdivision, Ontario, Canadian Pacific Railway.

Bridge over Bonnechere River near Douglas, Ontario, Eganville Subdivision, mileage 10.1, Canadian Pacific Railway.

Bridge over Hines Creek, mileage 4.9, Eganville Subdivision, Canadian Pacific Railway, Ontario.

Bridges 0.6, 0.7, and 0.9 on Saanich spur, Canadian National Railways, Vancouver Island, British Columbia.

Bridges on Canadian National Railways, Cowichan Subdivision, Vancouver Island, British Columbia, at mileage 0.4, 0.7, 1.6, 2.3, 2.4, 3.6, 4.0, 4.3, 4.5, 5.3, 6.4, 6.9, 7.8, 9.8, 11.4, 12.2, 13.0, 14.4, 15.3, 15.9, 17.6, 18.13, 18.7, 20.2, 20.4, 20.8, 21.0, 21.9, 23.9, 24.8, 25.1, 26.4, 27.1, 28.4, 29.3, 30.3, 35.7, 36.5, 38.0, 40.1, 41.3, 46.8, 46.9, 48.7, 54.1, 56.2, 57.3, 57.5, 64.4, 66.2, 70.2, 71.3, 73.3, 75.6, 77.3, 77.7, 79.4, 81.2, 81.8, 82.8.

Bridges on Canadian National Railways, Tidewater Subdivision on Vancouver Island, British Columbia, at mileage 4.2, 4.9, 5.0, 5.4, 5.45, 5.5, 5.8, 6.25, 6.4, 6.5, 6.54, 6.6.

Bridge Number 19.46, Canadian Pacific Railway, Maniwaki Subdivision over La Pêche River, Wakefield, Quebec.

Bridges over roadways at mileage 0.65, 1.15, 1.75, 2.1, 2.14, 2.25, 2.35, 3.2, 3.4, 3.65, 4.1, 4.7, 16.7, on Canadian National Railways line from Eastern Junction to Bout de l'Isle, Quebec.

Bridge over 18th Street, City of Quebec, Province of Quebec, Canadian National Railways.

Bridge over Beattie River, mileage 16·63, Durham Subdivision, Canadian National Railways, Ontario.

Bridge over Canadian Pacific Railway at mileage 103·7, Ashcroft Subdivision, Canadian National Railways near Lytton, British Columbia.

Bridge at mileage 4·2, Cowichan Subdivision, Vancouver Island, British Columbia.

Bridge at mileage 68·0, Headley Subdivision, Canadian Pacific Railway over Modeste Creek, Alberta.

Bridge over Godfrey River at mileage 32·4, Aston Subdivision, Canadian National Railways, Quebec.

Bridge over Pickerel River at mileage 68·3, Sudbury Subdivision, Ontario, Canadian National Railways.

Bridge over Rosebud River, mileage 65·6, Drumheller Subdivision, Canadian National Railways, Alberta.

Bridge over Rosebud River, mileage 65·7, Drumheller Subdivision, Canadian National Railways, Alberta.

Bridges on Canadian National Railways, Drumheller Subdivision, Alberta, at mileage 87·6, 88·3, 92·7, 92·9, 93·9, 94·1, 94·3, 94·5, 94·7, 97·5, 97·8, 98·4, 98·6, 98·8, 98·9, 99·2, 99·8, 100·0, 100·4, 101·3, 105·5, 101·9, 102·5, 102·7, 104·3, 105·3, 107·0, 108·5, 113·8, 123·0, 125·8, 132·8, 135·5.

Bridge over Little Current Channel between Goat and Manitoulin Islands, Ontario, Canadian Pacific Railway.

Bridge 37·3 Little Current Subdivision, Canadian Pacific Railway, Ontario.

Bridge Number 52·5, Quebec Subdivision, Quebec Central Railway, Province of Quebec.

Bridge 29·5, Newport Subdivision, Quebec Central Railway, Quebec.

Pedestrian subway near Nelson Street in Town of Hawkesbury, Ontario, Canadian National Railways.

Bridge Number 69·7, La Tuque Subdivision, Canadian National Railways, Quebec.

Bridge at mileage 59·9, Batiscan Subdivision, Canadian National Railways over White River, Province of Quebec.

#### INTERLOCKING PLANTS AND CHANGES TO INTERLOCKING PLANTS AND SIGNALS

Remove diamond at crossing of Canadian National Railways and Toronto Transportation Commission on Keele Street, Toronto, Ontario.

Changes to signals at Canadian National Railways crossing tracks of Imperial Oil Limited at Montreal East, Quebec.

Changes to interlocking plant and derail system at crossing of Fort William Electric Street Railway and Canadian National Railways Mission spur at Queen and James Streets, Fort William, Ontario.

Changes to diamond crossing of Canadian National Railways and Port Arthur Electric Railway on Fort William Road, Port Arthur, Ontario.

Changes to interlocking plant at crossing of Pere Marquette Railway's tracks at Blenheim, Ontario. St. Thomas-Walkerville main line crossing Erian-Sarnia line.

Changes to signal protection at crossing of Michigan Central Railroad and Canadian Pacific Railway near Appin, Ontario, mileage 24·7, Windsor Subdivision.

Changes to signals at crossing of Canadian National Railways and Montreal Tramways at Turcot East, Quebec.

Changes to interlocking plant at crossing of Canadian Pacific Railway and Pere Marquette Railway at Walkerville Junction, Ontario.

Changes to interlocking plant at crossing of Canadian National Railways and Canadian Pacific Railway at Komoka, Ontario.

Changes to interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways near Glencoe, Ontario, mileage 31·04, Windsor Subdivision.

Changes to interlocking plant at Canadian Pacific Railway crossing Canadian National Railways spur to Dominion Sugar Company near Chatham, Ontario, mileage 65·15, Windsor Subdivision.

Changes to interlocking plant at Canadian Pacific Railway crossing Canadian National Railways at Actonvale, Quebec.

Changes at diamond crossing of Canadian National Railways and Montreal Tramways at Turcot East, Quebec.

Changes at connection of Canadian National Railways Bout de l'Île line at Eastern Junction, Quebec.

Changes at crossing of Canadian National Railways and New York Central Railway at Niagara Junction, Ontario.

Interlocking plant at connection with Michigan Central Railway and Canadian National Railways at Fort Erie, Ontario.

Changes to interlocking plant at east end of Canadian Pacific Railway and Canadian National Railways joint section, Current Junction, Port Arthur, Ontario.

Changes to interlocking plant at crossing of British Columbia Electric Railway and Canadian National Railways at Chilliwack, British Columbia, mileage 72·14, Yale Subdivision.

Install mechanical interlocking plant at crossing of Esquimalt and Nanaimo Railway and Victoria Lumber Company tracks at mileage 50·7, Victoria Subdivision, Chemainus District, Vancouver Island, British Columbia.

Changes to interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways at Brampton, Ontario, mileage 7·82, Orangeville Subdivision, Canadian National Railways.

Changes to signals at Canadian National Railways crossing Canadian Pacific Railway Mission Branch near Matsqui, British Columbia.

Changes to interlocking plant at Canadian Pacific Railway crossing International Nickel Company tracks at Clara Belle, Ontario.

Changes to signals at Temiskaming and Northern Ontario Railway crossing Canadian National Railways at Rouyn, Quebec.

Signal protection at junction of Canadian National Railways and Quebec Central Railway at Walsh, Quebec.

Changes to interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways at mileage 10·96, Cromer Subdivision near Vilette, Manitoba.

Interlocking plant at crossing of Canadian National Railways and Chaudière Valley at Joffre, Quebec.

Changes to interlocking plant at Canadian Pacific Railway crossing Pere Marquette Railway at Chatham, Ontario, mileage 63·71, Windsor Subdivision.

Changes to interlocking plant at crossing of Canadian National Railways and Michigan Central Railway at Canfield Junction, Ontario.

Changes to interlocking plant at crossing of Lake Erie and Northern Railway and Canadian National Railways and Toronto, Hamilton and Buffalo Railway at Brantford, Ontario.



Changes to interlocking plant at crossing of Canadian National Railways and Canadian Pacific Railway at Nokomis, Saskatchewan.

Changes to interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways at Yorkton, Saskatchewan.

Changes to signals at crossing of Vancouver, Victoria and Eastern Railway and Canadian Pacific Railway Burrard Inlet Line, Vancouver, British Columbia.

Changes to signals at Canadian National Railways, Loop Junction and Saskatoon Terminal Subdivision crossing of Canadian Pacific Railway, Saskatchewan.

### PROTECTION AT HIGHWAY CROSSINGS

Installation of two flashing lights and one bell at crossing of Highway No. 11 in Lot 1, Concession 8, Township of McAuley, Ontario, mileage 13.6, Huntsville Subdivision, Canadian National Railways.

Installation of two flashing lights and one bell at Canadian Pacific Railway crossing of Montgomery Road, Township of Etobicoke, County of York, Ontario, mileage 8.3, Galt Subdivision.

Installation of two flashing lights and one bell at Canadian Pacific Railway crossing of Brassard Street, Magog, Quebec.

Installation of flashing light signals in lieu of existing lightning flash signals at Church Street, St. Thomas, Ontario, Michigan Central Railroad.

Installation of flashing light signals in lieu of existing lightning flash signals at Stanley Street, St. Thomas, Ontario, Michigan Central Railroad.

Installation of electric short-arm gates complete with reflector buttons and gatearm lights to be operated in conjunction with the present wigwag signals and bells at Talbot Street, Essex, Ontario, Michigan Central Railroad.

Installation of flashing lights and bells in lieu of existing wigwags and bells at crossing of River Road at Coyle Station, Ontario.

Installation of two flashing light signals and one bell at crossing east of Bourget Station, Ontario, mileage 61.31, Montreal and Ottawa Subdivision, Canadian Pacific Railway.

Installation of flashing light signals in lieu of Morrison lightning flash signals at Huron Road crossing, Windsor, Ontario, Essex Terminal Railway.

Installation of two flashing light signals and one bell in lieu of existing automatic bell at Columbia Street, New Westminster, British Columbia, Great Northern Railway.

Installation of two flashing light signals and one bell at crossing just west of Strathmore Station, Town of Pointe Claire, Quebec, Canadian Pacific Railway.

Installation of two flashing light signals and one bell at crossing just west of Strathmore Station, Town of Pointe Claire, Quebec, Canadian National Railways.

Installation of two flashing light signals and one bell at Haig Boulevard, Township of Toronto, Ontario, mileage 10.58, Oakville Subdivision, Canadian National Railways.

Installation of two flashing light signals and one bell in lieu of existing bell and danger sign at crossing east of Pascal Station, Quebec, Canadian National Railways.

Installation of two flashing light signals and one bell at crossing of highway Number 80, Glencoe, Ontario, mileage 30.22, Windsor Subdivision, Canadian Pacific Railway.

Installation of two flashing light signals and two bells at Angle Road, Ruscomb, Ontario, Michigan Central Railroad.



Installation of two flashing light signals and one bell in lieu of existing wigwag and bell at St. Albert Trail, Edmonton, Alberta.

Installation of two flashing light signals and one bell at crossing of Provincial Highway Number 2 near Chatham, Ontario, Pere Marquette Railway.

Installation of two flashing light signals and one bell in lieu of existing automatic bell, at first crossing east of Oak Lake Station, Manitoba, Canadian Pacific Railway.

Installation of additional wigwag at crossing of de La Rousseliere Street and Canadian National Railways east of Pointe aux Trembles, Quebec.

Installation of two flashing light signals and one bell at Canadian Pacific Railway crossing County Road Number 25, mileage 105.6, Winchester Sub-division, Ontario.

Installation of two flashing light signals at Canadian National Railways crossing of highway just east of Mallorytown Station, Ontario, in lieu of existing bell.

#### CHANGES IN OPERATING CIRCUITS OF WIGWAGS AND FLASHING LIGHT SIGNALS

Changes to operating circuits of flashing light signals and bell at Main Street, Buckingham Junction, Quebec. Canadian Pacific Railway.

Changes to operating circuits of bell at Commission and Sealey Streets, Village of Casselman, Ontario. Canadian National Railways.

Changes in operating circuits of flashing light signals at Stanley Street, St. Thomas, Ontario. Michigan Central Railroad.

Changes in operating circuits of flashing light signals at Metcalfe Street, St. Thomas, Ontario. Michigan Central Railroad.

Changes in operating circuits of flashing light signals at Church Street, St. Thomas, Ontario. Michigan Central Railroad.

Changes in operating circuits of flashing light signals at White Street, St. Thomas, Ontario. Michigan Central Railroad.

Changes in operating circuits of flashing light signals at Queen Street, St. Thomas, Ontario. Michigan Central Railroad.

Changes in operating circuits of flashing light signals at William Street, St. Thomas, Ontario. Michigan Central Railroad.

Changes to operating circuits of bells and wigwags at 115th Avenue, Edmonton, Alberta. Canadian National Railways.

Changes to operating circuits of bells and wigwags just east of station at Grimsby Beach, Ontario. Canadian National Railways.

Changes to operating circuits of flashing lights at George V Avenue, Town of Montreal East, Quebec. Canadian National Railways.

Changes in operating circuits of bell and wigwag at Canadian National Railways crossing Yale Road, Hope, British Columbia.

Changes in operating circuits of bell and wigwag at crossing at Debert, Nova Scotia, Mileage 10.6, Springhill Sub-division. Canadian National Railways.

#### HIGHWAY DIVERSIONS

Diversion of road between Lots 764 and 765 Simalkameen Division of Yale District, British Columbia closing one crossing of Kettle Valley Railway, mileage 35.60, Osoyoos Subdivision.

Diversion of road between Lots 489 and 660 Simalkameen Division of Yale District, British Columbia closing one crossing of Kettle Valley Railway at mileage 33.83, Osoyoos Subdivision.

Diversion of road between Lots 765 and 755 Simalkameen Division of Yale District, British Columbia closing one crossing of Kettle Valley Railway at mileage 35·93, Osoyoos Subdivision.

Diversion of road between Lots 416 and 447 Simalkameen Division of Yale District, British Columbia closing crossings at mileages 30·24, 30·61, 30·96, 31·68, 32·08 and 32·14, Osoyoos Subdivision, Kettle Valley Railway.

Diversion of road in north-east quarter of Section 12, Township 32, Range 27, West of 2nd Meridian, Saskatchewan closing crossing between Section 12 and 13, Township 32, Range 27, West of 2nd Meridian. Canadian National Railways.

### RAILWAY CONNECTIONS

Two connections between Michigan Central Railroad Fort Erie Branch and Canadian National Railways at Amigari, Ontario.

Connection of Canadian Pacific Railway tracks and Cornwall Street Railway at Cornwall, Ontario.

Connection of Canadian National Railways tracks and spur tracks of Greater Winnipeg Water District Railway, St. Boniface, Manitoba.

### OPERATION THROUGH INTERLOCKING PLANT

At crossing of Canadian Pacific Railway and Canadian National Railways at North Essa, Ontario, mileage 60·49, MacTier Subdivision.

At crossing of Canadian Pacific Railway and Canadian National Railways at Essa South, Ontario, mileage 58·09, MacTier Subdivision.

At crossing of Canadian Pacific Railway and Canadian National Railways at Ringold, Ontario.

At crossing of Canadian National Railways and British Columbia Electric Railway at Chilliwack, British Columbia.

At crossing of Canadian National Railways and Imperial Oil tracks at Montreal East, Quebec.

At crossing of Canadian Pacific Railway and Canadian National Railways near St. Cloud, Ontario, mileage 98·6, Sudbury Subdivision.

At crossing of Canadian National Railways and Port Arthur Electric Railway at Fort William Road, Port Arthur, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway near Roland, Manitoba.

At crossing of Canadian National Railways and Grand River Railway near Dundas and Beverly Streets, Galt, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway near St. Cloud, Ontario, mileage 98·6, Sudbury Subdivision.

At Crossing of Canadian Pacific Railway and Sudbury Copper Cliff Suburban Electric Railway at Elm Street, Sudbury, Ontario.

At crossing of Canadian National Railways and Michigan Central Railroad at Appin, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at Vilette, Manitoba.

At crossing of Canadian Pacific Railway and Canadian National Railways at mileage 11·8, Windsor Subdivision, Canadian Pacific Railway near Komoka, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway at mileage 67, Cornwall Subdivision near Cornwall, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway at Komoka, Ontario.

At crossing of Canadian Pacific Railway and Michigan Central Railroad near Appin, Ontario, mileage 24·7, Windsor Subdivision.

At crossing of Canadian National Railways and Canadian Pacific Railway at Glencoe, Ontario, Mileage 31·94, Windsor Subdivision.

At crossing of Canadian Pacific Railway and Canadian National Railways at Canapa, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at Komoka, Ontario, mileage 11·8, Windsor Subdivision.

At crossing of Michigan Central Railroad and Canadian National Railways at Hagersville, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at Lennoxville, Quebec.

At crossing of Canadian National Railways and New York Central Railroad at Cornwall Junction.

At crossing of Hamilton Street Railway and Canadian National Railways on Kenilworth Avenue, Hamilton, Ontario.

At crossing of Canadian National Railways and Montreal Tramways at Turcot East, Quebec.

At crossing of Canadian National Railways and New York Central Railroad at Hawthorne, Ontario.

At crossing of Nipissing Central Railway and Canadian National Railways at Rouyn, Quebec.

At connection of Canadian National Railway and Michigan Central Railroad at Amigari, Ontario.

At crossing of Canadian National Railways and Montreal and Southern Counties Railway at Windmill Point, Montreal, Que.

At crossing of Canadian Pacific Railway and Pere Marquette Railway at Chatham, Ontario.

At connections between Fort Erie Branch of New York Central and Michigan Central Railway at Amigari, Ontario.

#### INSPECTION OF RAILWAY LINE FOR CARRIAGE OF TRAFFIC

Opening of Canadian National Railways line for carriage of traffic between Eastern Junction and Bout de l'Île Island of Montreal, Quebec.

Opening of Canadian National Railways line for carriage of traffic between St. Henry and Pointe St. Charles, near Atwater Avenue and the Aqueduct Tail Race to the Waterfront, Montreal, Quebec.

Opening of Nipissing Central Railway for carriage of traffic of its main track entrance into its station at Rouyn, Quebec, and crossing over Canadian National Railways.

#### SIGNAL PROTECTION AT BRIDGES

At draw span over Mersen River at Liverpool, Nova Scotia, mileage 0·8, Yarmouth Subdivision. Canadian National Railways.

At bridge over Little Current Channel between Goat and Manitoulin Islands, Ontario.



## WATER, GAS, AND SEWER PIPES UNDER RAILWAYS

Sewer under Canadian National Railways at mileage 119.45, Skeena Subdivision, Prince Rupert, British Columbia.

Gas pipes under Canadian National Railways and Toronto, Hamilton, and Buffalo Railway in Hamilton, Ontario.

Water pipe under Canadian National Railways at Hudson, Ontario.

## MINING TUNNELS

At MacLeod River Hard Coal Company in the south-west quarter of Section 25, Township 48, Range 22, West of the 5th Meridian at Mercoal, Alberta. Canadian National Railways.

## TUNNEL LINING

Concrete lining of tunnel at mileage 80.4 Ashcroft Subdivision, Canadian National Railways, British Columbia.

## LOCATION OF TELEPHONE LINES

Location of Bell Telephone Company line (buried cable) across and under highways in the County of Middlesex. Townships of London, Lobo, Caradoc, Ekfrid, and Masa, Ontario.

Location of Bell Telephone Company line across and under certain highways in Township of London, County of Middlesex, (buried cable) Ontario.

Revisions in location of Bell Telephone Company line along, across and under certain highways in Township of London and County of Middlesex, Ontario.

Location of Bell Telephone Company line along, across and under certain highways in Township of Dover—Township Road and McNaughton Avenue, Ontario.

Location of Bell Telephone Company line along, across, and under certain highways in the Township of Tilbury East, Ontario.

Location of Bell Telephone Company line along, across, and under certain highways in Townships of Zone, Camden, Chatham, Dover East, Raleigh and Tilbury East, Ontario.

## ESTABLISHED SIGHT LINES

In south-west corner of crossing in Lot 15, Concession 2, Township of Trafalgar, Canadian National Railways.

In south-east angle of crossing on road allowance between Lots 30 and 31, Concession 2, at Clarkson, Ontario, mileage 16.62, Oakville Subdivision. Canadian National Railways.

At Toll Gate Road crossing Canadian National Railways two miles west of Brantford, Ontario.

## DIVERSION OF RAILWAY LINES

Diversion of Canadian National Railways line on Lot 455 in Town and County of Iberville, Quebec.

Diversion of Dominion Atlantic Railway from a point south-east of Crowell Creek at mileage 39.64 to a point north-west of Earls Brook at mileage 40.51. Halifax Subdivision near Hantsport, King's County, Nova Scotia.



THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES.

Province	Highway crossings approved	Highway crossings closed	Construction and operation of branch lines and industrial spurs	Abandonment of industrial spurs	Bridges and subways approved for construction	Standard bridge warning approved	Approval of operation over and under bridges	Highway diversions	Less than standard clearance	Railway connections	Interlocking plants and changes to plants and signals	Operation through interlocking plants	Crossings protected by flashing light signals and bells	Changes in operating circuits of wigwags and flashing light signals	Inspection of railway lines for carriage of traffic	Signal protection at bridges	Water, gas and sewer pipes under railways	Mining tunnels	Tunnel linings	Location of telephone lines	Electric gates	Establish sight lines	Diversion of railway lines	Farm crossings and gates	Total
British Columbia.....	28	9	13	1	4	-	77	4	4	-	4	1	1	1	-	-	1	1	1	-	-	-	-	-	149
Alberta.....	14	4	10	-	4	-	36	-	4	-	-	-	1	1	-	-	-	1	-	-	-	-	1	-	76
Saskatchewan.....	11	1	5	-	4	-	-	1	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	25
Manitoba.....	17	1	8	-	1	-	-	-	1	1	1	2	1	-	-	-	-	-	-	-	-	-	-	-	33
Ontario.....	32	-	25	1	9	-	11	-	24	2	17	23	15	5	-	1	2	-	-	-	6	1	3	-	177
Quebec.....	25	-	5	-	7	1	23	-	9	-	6	3	5	2	3	-	-	-	-	-	-	-	1	-	90
New Brunswick.....	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Nova Scotia.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	3
Prince Edward Island.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-
Total.....	128	15	66	2	29	1	147	5	43	3	31	29	23	10	3	2	3	1	1	6	1	3	2	1	555

## APPENDIX "E"

OTTAWA, Ontario, January 31, 1946.

P. F. BAILLARGEON, Esq.,  
 Secretary, Board of Transport Commissioners,  
 OTTAWA.

DEAR SIR.—I submit, for the Board's Forty-first Report, the Annual Report of the Operating Department for the year ended December 31, 1945.

<i>Accident—</i>	
Total accident reports received from railways and investigated.....	2,513
Total persons killed.....	358
Total persons injured.....	3,248
<i>Fatalities—</i>	
Passengers.....	8
Employees.....	81
Trespassers and others.....	269
Total.....	358
<i>Injuries—</i>	
Passengers.....	627
Employees.....	1,807
Trespassers and others.....	814
Total.....	3,248
<i>Highway Crossing Accidents—</i>	
Accidents.....	382
Persons killed.....	131
Persons injured.....	617
<i>Motive Power—</i>	
Number of locomotives.....	4,847
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Staybolts, Washouts, Boilers and Appurtenances, etc., received.....	58,963
<i>Inspection of Motive Power—</i>	
Locomotives inspected.....	6,619
Locomotives found defective.....	429
Defects.....	631
<i>Locomotive Boilers—</i>	
(Applications for extension of time for removal of flues)—	
Applications received from railways.....	230
Internal inspections made.....	225
Applications granted.....	220
Applications refused.....	5
Applications withdrawn or otherwise disposed of.....	5
Applications declined.....	-
<i>Stationary Boilers—</i>	
Number of stationary boilers.....	1,510
Inspection reports.....	2,957
Inspections made.....	490
Fire protective appliance inspection reports.....	1,730
<i>Safety Appliance and Equipment Inspections—</i>	
Freight cars inspected.....	43,131
Freight cars found defective.....	2,536
Defects.....	2,865
Passenger coaches inspected.....	2,458
Passenger coaches found with defects.....	290
<i>Inspection of Freight Cars for Correct Tare Weight—</i>	
Number of cars inspected.....	8,352
Number of cars found overdue for weighing for tare.....	787

## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

The number of accidents investigated totalled 2,513, involving 3,606 casualties, of which number 358 persons were killed and 3,248 were injured. This is an increase over the previous year of 36 accidents, 5 killed and 371 injured. Major train accidents (derailments and collisions) on all railways in Canada dropped from 94 in 1944 to 71 in 1945, showing a reduction of 23 accidents of this class compared with the previous year.

Out of a total of 2,513 accidents, involving 3,606 casualties, there were 110 trespassers killed and 75 injured. Reference is made to Statement No. 10 showing by railways and provinces the number of trespassers killed and injured. For the year 1944 there were 92 trespassers killed and 70 injured, this being an increase of 18 killed and an increase of 5 injured for the year 1945.

Highway crossing accidents for the year numbered 382, resulting in 131 persons killed and 617 injured. A comparison with the previous year is as follows:

	Accidents	Killed	Injured
1944.....	340	141	447
1945.....	382	131	617
Increase.....	42	—	170
Decrease.....	—	10	—

Of these 382 accidents, 332 involved motor vehicles resulting in 104 deaths and injured 586. The remainder of the accidents, 50, involved horse-drawn vehicles, pedestrians, etc., and resulted in 27 deaths and injuries to 31 persons.

Of the 382 accidents at highway crossings, 227 occurred during the day-time and 155 at night.

Accidents to the number of 106 were caused by auto vehicles running into the sides of trains at crossings, resulting in 13 persons being killed and 178 injured; 36 of this class of accident occurred during the daytime, and 70 at night.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of The Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 21 and 22. In connection with cars overdue for weighing for tare it was found that out of 8,352 cars so inspected, 787 were found to be overdue. Attention of the railway was drawn to such cases and cars were worked to a scaling point, weighed and restencilled.

## INSPECTION OF MOTIVE POWER

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

## LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 225 internal examinations of locomotives. 212 applications were granted the full period of time requested.

Upon examination, it was found that 8 locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. In five cases the conditions were such that the extensions could not be properly granted, and were refused. Five applications were withdrawn.

Under General Order No. 473, Locomotive Boiler Inspection Order, 58,963 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 4,847 locomotives.

### LOCOMOTIVE CONSTRUCTION

During the past year or two a serious situation developed when a number of locomotive boilers were found to have been seriously affected by inter-crystalline corrosion and as a result three comparatively new boilers were condemned, and finally scrapped. This condition arose by reason of caustic embrittlement attacking the rivets and plates of the barrel courses of the locomotive boilers and was particularly noticeable in bad water districts. Corrective measures have been taken by means of water treatment in the matter of other locomotives still in service, but it was found that the condition of those already affected could not be rectified and these were subsequently scrapped.

In order to overcome the problem of inter-crystalline corrosion, one major Canadian Railway Company decided to make experiments of fusion welded boilers, in conjunction with the Board's Mechanical staff, in place of standard riveted boilers. After investigation and scrutiny of proposed Specifications, approval of the Board was given for the construction of two fusion welded locomotive boilers on an experimental basis. During construction all welded seams were radiographed and, in addition, the complete boilers were stress relieved.

One of these locomotives has been placed in service and it is expected the other will take its place in road service almost immediately.

These fusion welded locomotive boilers are the first of their kind to be placed in railway service in Canada and present a radical departure in construction. Appropriate instructions have been issued to safeguard the operation and arrangements have been made for their examination during service until such time as the method of construction and reliability has been proven to the satisfaction of the Board.

### INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 490 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified.

### STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler inspection Order, 2,957 report forms of semi-annual and annual inspections were filed during the year covering 1,510 stationary boilers; in addition, 1,730 monthly inspections were made of fire protective appliances on portable boilers on steam shovels, ditching machines and similar equipment under General Order No. 548.

### INSPECTION AND TESTING OF AIR RESERVOIRS, OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4,107 report forms of inspection were filed and checked in compliance with the Regulations covering 4,347 air reservoirs.



### INSPECTION OF PASSENGER EQUIPMENT; STATIONS; BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

### INFLAMMABLE LIQUIDS; HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514, 530 and 594 and Circular No. 241, there were 233 applications received for approval as to location and changes of above installations. These were investigated and disposed of as follows, together with three applications in abeyance from the previous year:

Total applications received.....	233
In abeyance from previous year.....	3
	<hr/> 236

#### How Dealt With:

Cancelled.....	6
Applications for Amending Orders.....	9
In Abeyance.....	8
Approved and Orders issued.....	213

The 213 applications approved covered 1 marine terminal, 204 bulk storage plants, 5 pipe lines only, 3 pumphouse or warehouse only, 173 additional storage tanks and pipe lines to same. There were 31 new installations.

The foregoing applications necessitated the examination of 233 plans and profiles, with inspection on the ground in some cases.

Particulars of Installations are as follows:

Number of Oil Companies making Installations	Number of Installations 1945	Number Tanks Installed 1945	Total Capacity Gallons
32	213	380	8,448,625

### LIQUIFIED PETROLEUM GASES; HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Late in the year, all operators of Liquefied Petroleum Gas Installations (Propane-Butane) on or adjacent to railway property or served by a railway were required to furnish certificates of tests of Containers and Pipe lines.

During the year, one application was dealt with covering the installation of a Container.

### REGULATIONS FOR THE TRANSPORTATION BY EXPRESS (RAILWAY) OF ACIDS, COMPRESSED GASES, INFLAMMABLES, OXIDIZING SUBSTANCES, EXPLOSIVES, ETC.

The revised Regulations of the Board of Transport Commissioners for Canada for the transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc., and Specifications for Shipping Containers were issued and approved under General Order No. 678, dated December 3, 1945 effective February 1, 1946; these Regulations have been under review for the past several years.

General Order No. 673 dated 23rd of October 1945 rescinded the following General Orders and Orders: General Orders Nos. 296, 625, 626, 629, 631, 634, 635, 636, 637, 642, 647, 649, 650, 659, 660, 668, 672; and Orders Nos. 31005, 31749, 34963, 36976, 37087, 37487, 39974, 40842, 42746, 43156, 43261, 43663, 46478, 47286, 47598, 48202, 49315, 50229, 50917, 52826, 53325, 53724, 54633, 59162, 60547, 60913, 60914.

The above were issued during the War Emergency, and until further order of the Board, in order to expedite special shipments of explosives and munitions.

# REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT (RAILWAY), AND SPECIFICATIONS FOR SHIPPING CONTAINERS

Under date of March 3, 1945, the Board approved under General Order No. 670, Supplement No. 2 to the Board of Transport Commissioners for Canada Regulations for the Transportation of Explosives and other Dangerous Articles by Freight (Railway) and Specifications for Shipping Containers, effective June 4, 1945.

## FIRE INSPECTION

*Organization.*—Under the co-operative arrangements inaugurated in 1912, with the various Dominion and Provincial Forest Services, 203 officers and men of such services were under appointment as ex-officio officers of the Board, distributed as follows:

Nova Scotia, Department of Lands and Forests.....	20
New Brunswick, Department of Lands and Mines, Forest Service.....	10
Quebec, Department of Lands and Forests, Forest Protection Service.....	32
Ontario, Department of Lands and Forests, Forest Protection Division.....	62
Manitoba, Department of Mines and Natural Resources, Forest Service.....	5
Saskatchewan, Department of Natural Resources and Industrial Development, Office of Director of Forests.....	4
Alberta, Department of Lands and Mines, Office of the Director of Forestry....	8
British Columbia, Department of Lands, Forest Branch.....	58
Dominion of Canada, Department of Mines and Resources, National Parks Bureau.....	3
Yukon Territory, Royal Canadian Mounted Police.....	1

Of the above, 7 officers were given appointments as Inspectors of Fire Protective Appliances on locomotives, distributed as follows:

Nova Scotia, Department of Lands and Forests.....	1
New Brunswick, Department of Lands and Mines, Forest Service.....	2
Quebec, Department of Lands and Forests, Forest Protection Service.....	1
British Columbia, Department of Lands, Forests Branch.....	3

During the fire season of 1945, these officers inspected the fire protective appliances on 1,667 locomotives. In addition fire protective appliances were inspected on 2,586 locomotives by the Board's permanent staff, making a combined total of 4,253 locomotives inspected in connection with railway fire prevention.

## FIRE HAZARD AND WEATHER CONDITIONS

*Nova Scotia.*—Considerable precipitation was experienced during the Spring extending into June; after this period and continuing until the latter part of September the season was very dry but owing to a relatively high humidity, the fire hazard was considerably reduced.

*New Brunswick.*—Rains were sufficient and well distributed during April, May, June and July to hold the fire hazard at subnormal level, with May the wettest month on record. July precipitation was not as high as the previous months. August was fair with high temperatures and occasional showers up until the 25th when all stations reported rains. During September and October the fire hazard was, at no time, sufficiently high in degree or duration to cause trouble.

*Quebec.*—In the Eastern Section favourable weather prevailed in the Spring with conditions normal until July when an extremely dry period set in accompanied with high winds resulting in a high fire hazard in August.

In the Western Section abnormal conditions in the Spring resulted in a quick melting of snow and ice, March being the warmest month recorded in twenty-five years. April temperatures continued above normal, as a result the fire season came three to four weeks earlier than usual. Timely rains the latter part of April gave needed relief. The usual dry periods were experienced in July and August.

*Ontario.*—In the Eastern and Southern Districts there was an early Spring fire hazard commencing the latter part of March and continuing to the middle of April. The summer hazard was normal with a high hazard in the Sault Ste Marie, Sudbury and Parry Sound Districts at the end of July and continuing into the middle of August. For the remainder of the fire period the hazard was subnormal. There were no extended periods of high hazard in the Western section of the Province throughout the Summer in consequence of frequent rainfall. Summarizing, the hazard was generally below normal and this was reflected in the number of fires reported and area burned, both of which are well below the average for the past ten years.

*British Columbia.*—In general, the weather conditions prevailing during 1945 created hazardous conditions considerably above the average.

In the Vancouver District, conditions were normal excepting July and August which were dry with resultant hazardous conditions. Showers coming at opportune times prevented a more serious build-up of the fire hazard.

In the Kamloops and Nelson Districts the Spring was cold and wet with high humidity, these conditions lasted until the beginning of July, shortly after which a prolonged drought set in bringing with it a gradual increasing fire hazard which reached serious dimensions during August and which did not fully abate until the incidence of autumn rains near the beginning of September. There were some periodic light rains occurring during this dry period but these were scattered and of short duration.

To illustrate the critical conditions in the Kamloops and Nelson Districts, it is of interest to note that figures of rainfall show an average of 1.62 inches and 2.05 inches for the months of April and May, as against a long-term average of 1.23 inches and 1.76 inches, respectively. During July and August there was a marked deficiency with only .57 inches and .56 inches rainfall being recorded against the long term average of 1.18 inches and 1.19 inches, respectively. It will be seen that during the critical months of July and August the rainfall on the average was something less than one-half the long-term average.

The interior portion of the Prince Rupert District was also unusually dry. Rainfall during April was exceptionally light and growth of vegetation slow. Strong winds in May further retarded herbaceous growth and an extreme fire hazard existed the entire month. Moderate precipitation well distributed over the district was the rule from early June until late July. Throughout August and the greater part of September hot dry winds built up extreme fire hazard conditions which were not modified until the latter part of September.

In the Prince George District the Spring fire hazard was only moderate but during the latter part of May a serious condition developed over the entire district which was only relieved with the usual June rains. Conditions again became dangerous in mid-July and August which months continued dry with windy weather which season tapered off in September with rain falls and periods of high humidity.

#### INSPECTIONS MADE BY PROVINCIAL INSPECTORS

Number of locomotive fire protective appliances inspected.....	1,667
Number of locomotive fire protective appliances defective.....	36
Percentage defective.....	2.16%

#### INSPECTIONS MADE BY BOARD'S INSPECTORS

Number of locomotive fire protective appliances inspected.....	2,586
Number of locomotive fire protective appliances defective.....	64
Percentage defective.....	2.47%



## RAILWAY FIRE PATROLS

Statistics as to railway forested mileage upon which patrols are prescribed follow:

Total miles of railway classified as being in forested territory for fire protection purposes.....	13,890
Special section patrols prescribed on.....	6,174
Special velocipede patrols prescribed on.....	125
Special power speeder patrols prescribed on.....	1,272
Total miles on which special patrol prescribed.....	7,571
Total special patrolmen (estimated).....	1,009
Average number of miles of track per patrolman.....	7.50
Total miles in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees.....	6,198

## FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,890 miles are classified as traversing forested territory. During the fire season of 1945, railways are reported as having caused 671 fires in such territory. These fires burned over a total of 21,253 acres, with forest and other property loss valued at \$60,790. Of this area, 6,134 acres were young forest growth, 7,684 acres merchantable timber and 4,510 acres slashing or old burn; while 2,925 acres were non-forest land. The area of forest land burned over was thus 18,328 acres, or 86.24 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$29,138 or 47.93 per cent of the total damage; forest products valued at \$23,629 or 38.88 per cent of the total, were also destroyed. Of the 671 fires attributed to the railways, 46.05 per cent were incipient, 43.37 per cent covered between one-fourth acre and ten acres each, while 10.58 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 23 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements Nos. 22, 23 and 24 showing the distribution of fires attributed to railways, as between locomotives and employees. The former includes fires attributed to stacks or ashpan of locomotives, or other portable boilers.

The employee fires were mostly cases where fires escaped from section forces burning right-of-way, or old ties. Fires attributed to locomotives comprise 92.85 per cent of the total number of railway fires and these burned 98.81 per cent of the total area, causing 99.48 per cent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 7.15 per cent of the number, 1.19 per cent of the area, and 0.52 per cent of the total monetary loss.

Fifty-four fires, originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 40 are charged to campers and travellers, 7 to settlers and 7 to other known causes; 24 were incipient; 26 burned one-fourth acre to ten acres each and 4 burned more than ten acres each. These fires burned over 96 acres of young forest growth, 99 acres of merchantable timber, 155 acres of slash or old burn not restocking and 50 acres of non-forest lands, with total damage to forest and other property estimated at \$238.00.



Fires of unknown origin originating within 300 feet of track totalled 38, burning over 157 acres, with forest and other property loss valued at \$444.00.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes, total 763, burning an area of 18,760 acres of forest and 3,050 acres of non-forest land, with total estimated damage of \$61,472.00.

Forest valuations given above are based upon stumpage values.

Statement No. 24 shows the distribution of Fires of Railway Origin, Known Causes Other than Railway, and Fires of Unknown Origin by Provinces. During the last ten years the average total number of fires per annum attributed to railway causes, locomotives and employees on 13,890 miles of track, classified as forested, in the Dominion is 332 fires. Of this average total, 134 railway caused fires per annum have occurred in British Columbia on 3,189 miles of track classified as forested.

During the six year period between 1936 and 1941, the average number of locomotive fires per annum was 140, or 73.5 per cent of all railway caused fires. Of this number, an average of 65 fires per annum occurred on 3,189 forested miles in British Columbia.

During the period between and including the years 1942 to 1945, an increase in the number of locomotive caused fires has occurred. The average number of locomotive caused fires during this four-year period for all lines in the Dominion is 497, or 90 per cent of all railway caused fires. Of this number, 237 such fires occurred on 3,189 forested miles in British Columbia, an average increase of 171 fires per annum.

This increase in the number of locomotive caused fires is confined to C.P.R. lines of 1,100 forested miles in Southern British Columbia, which territory without exception presents the most difficult railway forest fire problem in the Dominion.

The following tabulation shows the number of locomotive caused fires reported on C.P.R. lines on 1,100 forested track miles in Southern British Columbia.

Year	Number Locomotive Fires	Per cent increase over year 1941	Per cent increase over year 1942
1938.....	22	-	-
1939.....	39	-	-
1940.....	55	-	-
1941.....	35	-	-
1942.....	60	71.43	-
1943.....	114	228.56	90.00
1944.....	216	517.14	260.00
1945.....	334	854.28	456.66

Taking the year 1941 as normally representing the locomotive fire situation on this territory, it will be noted there has been a decided increase during the last four years, particularly when a comparison is made with the figures for all railway lines in the Dominion.

Year	Total Locomotive Fires all Railways in the Dominion	Number Locomotive Fires C.P.R. lines Southern British Columbia
1942.....	302	60
1943.....	364	114
1944.....	700	216
1945.....	623	334

It will be noted for the year 1945 the 334 locomotive fires on 1,100 miles in Southern British Columbia, represents 53·61 per cent of all the locomotive fires set on all lines in the Dominion.

Prior to this serious increase in the number of locomotive fires on Southern B.C. lines, a constant effort has been exerted (by the Board's Inspectors and the Railway) to reduce the number of locomotive fires then annually reported.

From the standpoint of operation the physical features of the lines in Southern British Columbia with respect to grades and curvature present the maximum operating difficulties to be met with anywhere in the Dominion, coupled with the use as locomotive fuel of a very friable coal, mined in the territory and unusually hot and dry climatic conditions, all of which create the worst forest fire hazard in the country.

During the last three years special study, inspections and investigations have been made with a view to improving the situation as also to determine the specific reason for the extraordinary increase in the number of fires reported. Several reasons can be advanced—the enormous increase in tonnage hauled on these lines during the war years, increased train loads per day and locomotive mileage; a slackening of maintenance of the fire protective appliances due to shortage of labour and material; inexperienced green firemen; and conditions affecting the normal supply of the better grades of coal.

In the Spring of 1945 special tests were made of new type spark arresting devices conducted by and in the presence of the railway companies and the Board's Chief Mechanical Officers and during the fire season of 1945 extensive tests and investigations were carried out. These are still in progress and data have been obtained and correlated with a view to determining the specific cause or causes immediately responsible for the existing unsatisfactory situation, which it is expected will be greatly improved before the advent of the 1946 fire season and which will ultimately be overcome; meanwhile it has been found necessary to prescribe increased fire patrol and other protective measures to take care of the situation.

#### FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements, 5,018·15 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### FIRE GUARDS, 1945

Railway	Mileage both sides of track to be accounted for, exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Percentage completion
Canadian Pacific Railway.....	3,746·68	3,081·45	82·24
Canadian National Railways.....	3,158·30	1,919·80	60·70
Northern Alberta Railways.....	28·30	16·90	60·00
	6,933·28	5,018·15	72·38

For convenience, all detailed statements are indexed as follows:

Statement No. 1.—Number of passengers, employees and others killed and injured on railways.

Statement No. 2.—Comparative statement of killed and injured on railways for years 1944 and 1945.

Statement No. 3.—Passengers, employees and others killed and injured, showing nature of accidents.

Statement No. 4.—Character of accidents and number of persons killed and injured on railways.

Statement No. 5.—Comparative statement of classes of accidents for years 1944 and 1945.

Statement No. 6.—Comparative totals by railways of killed and injured for years 1944 and 1945.

Statement No. 7.—Collisions involving personal injury.

Statement No. 8.—Derailments involving personal injury.

Statement No. 9.—Comparative number of killed and injured on railways for ten years ended December 31, 1945.

Statement No. 10.—Number of trespassers killed and injured, by Provinces and Railways.

Statement No. 11.—Showing more prominent accidents on railways for five-year period.

Statement No. 12.—Protection provided at highway crossings during 1945.

Statement No. 13.—Nature of highway crossing protection completed in each province during 1945.

Statement No. 14.—Number of highway crossing accidents, killed and injured in each Province during 1945.

Statement No. 15.—Description of protection or non-protection in effect at crossings where accidents occurred during 1945.

Statement No. 15A.—Crossing accidents separating motor vehicles, or others.

Statement No. 16.—Summary of highway crossing accidents for ten year period ended December 31, 1945.

Statement No. 17.—Contributory factors in highway crossing accidents.

Statement No. 18.—Locations of highway crossing accidents.

Statement No. 18A.—Graphic Chart.

Statement No. 19.—Particulars of freight equipment inspected.

Statement No. 20.—Defective safety appliances on freight cars.

Statement No. 21.—Particulars of locomotives inspected.

Statement No. 22.—Summary of fires in forest sections within 300 feet of railway.

Statement No. 23.—Summary of fires of railway origin in forest sections.

Statement No. 24.—Summary by provinces of fires reported.

In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 315,359 miles by Officers of this Department.

Respectfully submitted,

C. C. STIBBARD,

Director of Operation.

STATEMENT NO. 1.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED  
ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED  
DECEMBER 31, 1945

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	3	294	38	865	128	469	1,132	169	1,628
Canadian Pacific.....	4	242	38	857	110	244	1,201	152	1,343
Algoma Central and Hud- son Bay.....		8	1	11		3	13	1	22
British Columbia Electric	1				3	12	10	4	12
Dominion Atlantic.....		2		12	2	11	19	2	25
Esquimalt and Nanaimo.....				2		3	5		5
Grand River.....					4	11	8	4	11
Great Northern.....				4	1	2	7	1	6
Hull Electric.....		1			2	3	4	2	4
Lake Erie and Northern.....					3	1	2	3	1
London and Port Stanley.....		11			2		3	2	11
Maritime Coal, Railway and Power Co.....			1				1	1	
Michigan Central.....				6	7	15	21	7	21
Midland Railway of Mani- toba.....				1		1	2		2
Montreal and Southern Counties.....		3		1	1	1	4	1	5
Napierville Junction.....		28		1	1		3	1	29
National Harbour Board.....			1				1	1	
New York Central.....		9		20	1		16	1	29
Niagara, St. Catharines and Toronto.....		27				9	8		36
Nipissing Central.....				1		2	3		3
Northern Alberta.....				7		6	13		13
Oshawa Railway.....						2	1		2
Ottawa and New York.....				1			1		1
Pere Marquette.....				5	2	4	8	2	9
Quebec Central.....		2			1	5	5	1	7
Quebec Railway, light and Power Co.....						1	1		1
Sydney and Louisburg.....				1		2	2		3
Temiscouata Railway.....					1		1	1	
Toronto, Hamilton and Buffalo.....			2	11		7	17	2	18
White Pass and Yukon.....				1			1		1
	8	627	81	1,807	269	814	2,513	358	3,248

STATEMENT NO. 2.—COMPARATIVE STATEMENT OF KILLED AND INJURED FOR  
YEARS ENDED DECEMBER 31, 1944, AND DECEMBER 31, 1945

	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1945.....	8	627	81	1,807	269	814	2,513	358	3,248
1944.....	10	472	87	1,820	256	585	2,477	353	2,877
Increase.....		155			13	229	36	5	371
Decrease.....	2		6	13					



STATEMENT NO. 3.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED,  
AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1945

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....		134	3	38		1	26	3	173
Collision head-on.....		127	8	63			15	8	190
Collision rear-end.....		66	6	43			20	6	109
Collision in yard.....		15		7			4		22
Collision at Diamond Crossing.....		28		1			2		29
Collision with cars account open switch.....		15		5			4		20
Equipment struck in yard during switching or transfer movement.....		2		32			17		34
Sideswipe.....		4	2	20	1	50	16	3	74
Public highway crossing protected by gates.....					6	14	11	6	14
Public highway crossing protected by lightning flash signal.....					3		1	3	
Public highway crossing protected by bell.....					4	14	11	4	14
Public highway crossing protected by bell and wigwag.....				1	24	59	43	24	60
Public highway crossing protected by flashing lights and bells.....					3	8	3	3	8
Public highway crossing protected by watchman.....						14	6		14
Public highway crossing unprotected.....				35	91	472	307	91	507
Private crossing.....				5	14	44	41	14	49
Trespassing.....					110	75	181	110	75
Working on or about engine.....				132			128		132
Miscellaneous.....		13		169	5	28	209	5	210
Adjusting couplers, coup- ling and uncoupling.....			3	76			79	3	76
Run down by engine or car between stations.....			7	7	1		15	8	7
Accidents caused by hand car, motor or velocipede.....			5	93		1	69	5	94
Hand car, motor car, vel- ocipede struck by train.....			7	59	1		28	8	59
Crawling under cars.....									
Crawling between cars, over couplers.....				1			1		1
Passing between cars, be- tween couplers.....			2	5	1	1	9	3	6
Struck by engine or cars on adjoining track.....				20			20		20
Struck by switch stand, water spout, mail crane, or other projection.....				17			17		17
Crushed between cars and buildings, lumber piles.....			1	12		1	14	1	13
Explosion of locomotive boiler.....									
Getting on and off passen- ger trains.....	5	46		3			53	5	49
Injured when taking coal or water.....				13			13		13
Rock slides, or other ob- structions on track.....				6			4		6

STATEMENT NO. 3.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED,  
AND NATURE OF ACCIDENTS, FOR THE YEAR ENDED DECEMBER 31, 1945—Conte.

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Rough coupling.....		8	1	111	1	11	119	2	130
Riding on pilot or foot- board of engine.....			3	28			31	3	28
Obstructions, overhead and on ground.....			1	15			15	1	15
Falling off top of car.....			5	21		1	27	5	22
Falling between cars.....				1			1		1
Application and handling of air brakes, stopping of trains and adjusting slack.....		27	1	141		6	154	1	174
Employees getting off train in motion.....			1	136			137	1	136
Employees boarding train in motion.....				89		2	91		91
Slipped on ice.....				34			34		34
Doors closing and other minor accidents in bag- gage cars and coaches...		110		56			166		166
Run down by engine or cars at stations or in yards.....		1	17	59		2	77	17	62
Caught in frog, guard rail or switch rod.....				1			1		1
Caught by engine or car while throwing switch...			1	2			3	1	2
Falling off side and end ladders of cars.....			1	63		2	66	1	65
While working hand brake.				81		2	79		83
Asphyxiated.....					2		1	2	
Handling freight and bag- gage.....				12			12		12
Loading and unloading O.C.S. material.....			1	24			25	1	24
Work train equipment, coal chutes and water tanks.....			1	21			21	1	21
Carmen working on or un- der cars on running track when moved.....				1			1		1
Coupling and uncoupling hose.....			2	6			8	2	6
Turning angle-cock.....				13			13		13
Coach window falling.....		11					11		11
Loads shifting in transit or switching.....				7			7		7
Falling or jumping off pas- senger train between stations.....	3	16		3	2	1	25	5	20
Cars running away; not under control.....			1	6		5	9	1	11
Wash-out.....		4		1			1		5
Individual derailment of equipment in yard tracks			1	10			9	1	10
Caught between running boards.....				2			2		2
	8	627	81	1,807	269	814	2,513	358	3,248

STATEMENT NO. 4.—CHARACTER OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED  
DECEMBER 31, 1945

	C. N. R.			C. P. R.			Miscellaneous Railways			Total	
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Injured
Derailment.....	16	3	55	4	.....	102	6	.....	16	26	173
Collision head-on.....	9	1	171	6	7	19	.....	.....	.....	15	8
Collision rear-end.....	10	5	53	4	1	3	6	.....	53	20	190
Collision in yard.....	3	.....	21	1	.....	1	.....	.....	.....	4	109
Collision at Diamond Crossing.....	.....	.....	.....	1	.....	1	1	.....	28	2	22
Collision with cars account open switch.....	1	.....	1	2	.....	18	1	.....	1	4	29
Equipment struck in yard during switching or transfer movement.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
Sideswipe.....	8	.....	22	9	.....	12	.....	.....	.....	17	34
Public highway crossing protected by gates.....	10	3	67	5	.....	6	1	.....	1	16	74
Public highway crossing protected by lightning flash.....	7	5	10	4	1	4	.....	.....	.....	11	6
Public highway crossing protected by bell.....	1	3	.....	.....	.....	.....	.....	.....	.....	1	14
Public highway crossing protected by bell and wigwag.....	6	1	10	3	2	2	2	1	2	11	14
Public highway crossing protected by flashing lights and bells.....	18	9	31	8	8	8	17	7	21	43	60
Public highway crossing protected by watchman.....	2	3	7	1	.....	1	.....	.....	.....	3	8
Public highway crossing unprotected.....	4	.....	12	1	.....	1	1	.....	1	6	14
Private Crossing.....	147	42	278	117	42	166	43	7	63	307	507
Trespassing.....	26	5	30	10	4	12	5	5	7	41	49
Working on or about engine.....	94	56	40	74	46	30	13	8	5	181	75
Miscellaneous.....	42	.....	44	78	.....	80	.....	.....	.....	128	132
Adjusting couplers, coupling and uncoupling.....	90	2	88	106	1	109	13	2	13	209	210
Run down by engine or car between stations.....	35	1	34	35	3	33	9	.....	9	79	76
Accidents caused by hand car, motor or velocipede.....	5	2	3	6	3	3	4	3	1	15	8
Hand car, motor car, velocipede struck by train.....	39	1	56	24	4	32	6	.....	6	69	94
Crawling between cars, over couplers.....	20	5	52	8	3	7	.....	.....	.....	28	59
Passing between cars, between couplers.....	.....	.....	.....	1	.....	1	.....	.....	.....	1	1
Struck by engine or cars on adjoining track.....	4	1	3	5	2	3	.....	.....	.....	9	6
Struck by switch stand, water spout, mail crane, or other projection.....	8	.....	8	12	.....	12	.....	.....	.....	20	20
Crushed between cars and buildings, lumber piles.....	7	.....	7	9	.....	9	1	.....	1	17	17
Getting on and off passenger train.....	8	.....	8	6	1	5	.....	.....	.....	14	13
Injured when taking coal or water.....	21	2	19	30	2	28	2	1	2	53	49
Rock slides, or other obstructions on track.....	1	.....	1	12	.....	12	.....	.....	.....	13	13
.....	2	.....	3	2	.....	3	.....	.....	.....	4	6

STATEMENT NO. 4.—CHARACTER OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED  
DECEMBER 31, 1945—Conte.

	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured
Rough coupling.....	60	1	67	57	1	60	2	.....	3	119	2	130
Riding on pilot or footboard of engine.....	11	1	10	18	2	16	2	.....	2	31	3	28
Obstructions, overhead and on ground.....	10	1	10	5	.....	5	.....	.....	.....	15	1	15
Falling off top of car.....	12	1	11	14	4	10	1	.....	1	27	5	22
Falling between cars.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1
Application and handling of air brakes, stopping of trains adjusting slack.....	64	.....	75	89	1	98	1	.....	1	154	1	174
Employees getting off train in motion.....	73	1	72	60	.....	60	4	.....	4	137	1	136
Employees boarding train in motion.....	45	.....	45	44	.....	44	2	.....	2	91	.....	91
Slipped on ice.....	11	.....	11	23	.....	23	.....	.....	.....	34	.....	34
Doors closing and other minor accidents in baggage cars and coaches.....	68	.....	68	87	.....	87	11	.....	11	166	.....	166
Run down by engine or cars at Stations or in Yards.....	43	9	35	31	6	26	3	2	1	77	17	62
Caught in frog, guard rail or switch rod.....	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Caught by engine or car while throwing switch.....	3	1	2	.....	.....	.....	.....	.....	.....	3	1	2
Falling off side and end ladders of cars.....	18	1	17	47	.....	47	1	.....	1	66	1	65
While working handbrake.....	23	.....	25	52	2	54	4	.....	4	79	1	83
Asphyxiated.....	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Handling freight and baggage.....	2	.....	2	10	.....	10	.....	.....	.....	12	.....	12
Loading and unloading O.C.S. material.....	3	.....	3	21	1	20	1	.....	1	25	1	24
Work train equipment, coal chutes and water tanks.....	9	1	8	8	.....	9	4	.....	4	21	1	21
Carmen working on or under cars on running track when moved.....	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Coupling and uncoupling hose.....	4	.....	4	3	1	2	1	1	1	8	2	6
Turning angle-cock.....	.....	.....	.....	12	.....	12	1	.....	1	13	.....	13
Coach window falling.....	7	.....	7	4	.....	4	.....	.....	.....	11	.....	11
Loads shifting in transit or switching.....	3	.....	3	4	.....	4	.....	.....	.....	7	.....	7
Falling or jumping off passenger train between Stations.....	6	1	5	16	4	12	3	.....	3	25	5	20
Cars running away; not under control.....	5	1	6	4	.....	5	.....	.....	.....	9	1	11
Wash-out.....	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	1
Individual derailment of equipment in yard tracks.....	6	.....	6	3	1	4	.....	.....	.....	9	1	10
Caught between running boards.....	1	.....	1	1	.....	1	.....	.....	.....	2	.....	2
	1,132	169	1,628	1,201	152	1,343	180	37	277	2,513	358	3,248



STATEMENT NO. 5.—COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED, BY CLASS OF ACCIDENT, FOR YEARS ENDED DECEMBER 31, 1944, AND DECEMBER 31, 1945

	1944			1945			Increase			Decrease		
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured
Derailement.....	48	10	141	26	3	173			32	22	7	
Collision head-on.....	16	2	98	15	8	190		6	92	1		
Collision rear-end.....	20	2	129	20	6	109		4				20
Collision in yard.....	2		2	4		22	2		20			
Collision at Diamond Crossing.....	3		6	2		29			23	1		
Collision with cars account open switch.....	5	1	20	4		20				1	1	
Equipment struck in yard during switching or transfer movement.....	20		26	17						3		
Sideswipe.....	12		18	16		34			8			
Public highway crossing protected by gates.....	10	2	13	11	6	74	4	3	56			
Public highway crossing protected by lightning flash.....	3	1	6	1	3	14	1	4	1			
Public highway crossing protected by bell.....	10	4	12	11	4	14	1	2		3		6
Public highway crossing protected by bell and wigwag.....	46	25	49	43	24	60			11	3	1	
Public highway crossing protected by flashing lights and bell.....												
Public highway crossing protected by watchman.....	3	1	4	3	3	8	3	3	8			
Public highway crossing unprotected.....	268	108	363	307	91	507	39		144		17	1
Private crossing.....	45	16	47	41	14	49			2	4	2	
Trespassing.....	158	92	70	181	110	75	23	18	5			
Working on or about engine.....	102		104	128		132	26		28			
Miscellaneous.....	168	5	176	209	5	210	41		34		2	
Adjusting couplers, coupling and uncoupling.....	51	5	46	79	3	76	28		30			
Run down by engine or car between stations.....	5	4	2	15	8	7	10	4	5			
Accidents caused by hand car, motor or velocipede.....	57	7	81	69	5	94	12		13	2		
Hand car, motor car, velocipede struck by train.....	30	6	39	28	8	59		2	20	2		2
Crawling under cars.....	2		2							2		
Crawling between cars, over couplers.....	3	1	2	1		1				2		1
Passing between cars, between couplers.....	10	1	9	9	3	6		2		1	1	1
Struck by engine or cars on adjoining track.....	21	3	18	20		20			2	1	3	3
Struck by switch stand, water spout, mail crane, or other projection.....												
Crushed between cars and buildings, lumber piles.....	19	1	18	17		17				2	1	1
Explosion of locomotive boiler.....	8		8	14	1	13	6	1	5			
Explosion of locomotive boiler.....	3	3	5							3	3	5
Getting on and off passenger train.....	66	2	65	53	5	49		3		13		16
Injured when taking coal or water.....	21	3	19	13		13				8	3	6
Rock slides, or other obstructions on track.....	7	4	9	4		6				3	4	3
Rough coupling.....	139		165	119	2	130		2		20		35

## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT NO. 5.—COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED, BY CLASS OF ACCIDENT, FOR YEARS ENDED DECEMBER 31, 1944, AND DECEMBER 31, 1945—Contc.

	1944			1945			Increase			Decrease		
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured
Riding on pilot or footboard of engine.....	36	2	37	31	3	28	.....	1	1	5	.....	9
Obstructions, overhead, side and on ground.....	15	1	14	15	1	15	.....	.....	1	.....	.....	.....
Falling off top of car.....	44	2	42	27	5	22	.....	3	.....	17	.....	20
Falling between cars.....	1	1	.....	1	.....	1	.....	.....	1	.....	1	.....
Application and handling of air brakes, stopping of trains and adjusting slack.....	193	1	229	154	1	174	.....	.....	.....	39	.....	55
Employees getting off train in motion.....	148	7	141	137	1	136	.....	.....	.....	11	6	5
Employees boarding train in motion.....	78	1	77	91	.....	91	13	91	14	.....	1	.....
Slipped on ice.....	21	.....	21	34	.....	34	13	34	13	.....	.....	.....
Doors closing and other minor accidents in baggage cars and coaches.....	164	.....	165	166	.....	166	2	.....	1	.....	.....	1
Run down by engine or cars at stations or in yards.....	77	14	63	77	17	62	.....	3	.....	.....	.....	.....
Caught in frog, guard rail or switch rod.....	.....	.....	.....	1	.....	1	1	.....	1	.....	.....	.....
Caught by engine or car while throwing switch.....	1	.....	1	3	1	2	2	1	1	.....	.....	.....
Falling off side and end ladders of cars.....	90	1	89	66	1	65	.....	.....	.....	24	.....	24
While working handbrake.....	69	.....	69	79	.....	83	10	.....	14	.....	.....	.....
Asphyxiated.....	.....	.....	.....	1	2	.....	1	2	.....	.....	.....	.....
Handling freight and baggage.....	12	.....	12	12	.....	12	.....	.....	.....	.....	.....	.....
Loading and unloading O.C.S. material.....	29	.....	30	25	1	24	.....	1	.....	4	.....	6
Work train equipment, coal chutes and water tanks.....	18	3	16	21	1	21	3	.....	5	.....	2	.....
Cars moved while being loaded or unloaded.....	3	.....	3	.....	.....	.....	.....	.....	.....	3	.....	3
Carmen working on or under cars on running track when moved.....	4	.....	4	1	.....	1	.....	.....	.....	3	.....	3
Coupling and uncoupling hose.....	14	1	13	8	2	6	.....	1	.....	6	.....	7
Turning angle-cock.....	9	1	8	13	.....	13	4	.....	5	.....	1	.....
Coach window falling.....	14	.....	14	11	.....	11	.....	.....	.....	3	.....	3
Loads shifting in transit or switching.....	9	.....	9	7	.....	7	.....	.....	.....	2	.....	2
Falling or jumping off passenger trains between stations.....	31	7	25	25	5	20	.....	.....	.....	6	2	5
Cars running away; not under control.....	14	1	21	9	1	11	.....	.....	3	.....	.....	10
Washout.....	2	1	2	1	.....	5	.....	.....	.....	1	.....	.....
Individual derailment of equipment in yard tracks.....	.....	.....	.....	9	1	10	9	1	10	.....	.....	.....
Caught between running boards.....	.....	.....	.....	2	.....	2	2	.....	2	.....	.....	.....
	2,477	353	2,877	2,513	358	3,248	259	67	622	223	62	251

	Accidents	Killed	Injured
1945.....	2,513	358	3,248
1944.....	2,477	353	2,877
Increase.....	36	5	371

STATEMENT NO. 6.—COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED FOR YEARS ENDED DECEMBER 31, 1944, AND DECEMBER 31, 1945

Railway	1944		1945		Increase		Decrease	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	171	1,327	169	1,628		301	2	
Canadian Pacific.....	125	1,315	152	1,343	27	28		
Algoma Central and Hudson Bay..	5	11	1	22		11	4	
British Columbia Electric.....	1	17	4	12	3			5
Central Vermont.....		4						4
Dominion Atlantic.....		20	2	25	2	5		
Esquimalt and Nanaimo.....		5		5				
Essex Terminal.....	1	2					1	2
Grand River.....		4	4	11	4	7		
Great Northern.....	3	8	1	6			2	2
Hull Electric.....			2	4	2	4		
Lake Erie and Northern.....	2	3	3	1	1			2
London and Port Stanley.....	1	9	2	11	1	2		
Maritime Coal, Railway and Power Company.....		4	1		1			4
Michigan Central.....	18	18	7	21		3	11	
Midland Railway of Manitoba.....		2		2				
Montreal and Southern Counties..	1	8	1	5				3
Napierville Junction.....		2	1	29	1	27		
National Harbour Board.....	1	1	1					1
New York Central.....	2	12	1	29		17	1	
Niagara, St. Catharines and Toronto.....	3	27		36		9	3	
Nipissing Central.....		7		3				4
Northern Alberta.....	4	11		13		2	4	
Oshawa Railway.....		6		2				4
Ottawa and New York.....				1		1		
Pere Marquette.....	5	16	2	9			3	7
Quebec Central.....		14	1	7	1			7
Quebec Railway, Light and Power Company.....	1	3		1			1	2
Sydney and Louisburg.....				3		3		
Temiscouata Railway.....		3	1		1			3
Toronto, Hamilton and Buffalo....	9	18	2	18			7	
White Pass and Yukon.....				1		1		
	353	2,877	358	3,248	44	421	39	50

	Accidents	Killed	Injured
1945.....	2,513	358	3,248
1944.....	2,477	353	2,877
Increase.....	36	5	371

STATEMENT NO. 7.—COLLISIONS INVOLVING PERSONAL INJURY DURING THE YEAR ENDED DECEMBER 31, 1945

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
41128	Jan. 6	C.N.R.	Capreol; Alderdale Sub., Mileage 143-27,	Ont.		1	Collision rear-end.
41149	Jan. 8	C.N.R.	Regina Terminals; East leg of Wye,	Sask.		1	Collision in yard.
41094	Jan. 10	C.N.R.	Montreal, Central Station; Track No. 14,	Que.		18	Collision rear-end.
41160	Jan. 17	C.N.R.	L'Islet Station; Montmagny Sub., Mileage 65-37,	Que.	2	1	Collision rear-end.
41252	Jan. 26	C.N.R.	St. Joachim; Murray Bay Sub., Mileage 25,	Que.		12	Collision head-on.
41079	Jan. 26	C.N.R.	Upton; St. Hyacinthe Sub., Mileage 47-60,	Que.		84	Collision head-on.
41421	Feb. 16	C.N.R.	Aberdeen Sub., Mileage 65-3,	Sask.		1	Collision rear-end.
41395	Mar. 20	C.N.R.	Evans East; Springhill Sub., Mileage 91-8,	N.B.		1	Collision head-on.
41406	Mar. 21	C.N.R.	Anagance; Sussex Sub., Mileage 29,	N.B.		1	Collision head-on.
41470	Mar. 25	C.N.R.	Beloeil; St. Hyacinthe Sub., Mileage 20-5,	Que.		2	Collision rear-end.
41459	Apr. 10	C.N.R.	Portage la Prairie; Gladstone Sub., Mileage 57-2,	Man.		6	Collision head-on.
41572	May 13	C.N.R.	Tilsonburg; Cayuga Sub., Mileage 94-36,	Ont.		1	Collision with cars account open switch.
41024	May 23	C.N.R.	Three Hills Sub., Mileage 8,	Alta.	1	28	Collision head-on.
41723	June 2	C.N.R.	North Edmonton, Main Line	Alta.		1	Collision head-on.
42040	Aug. 4	C.N.R.	Fraser Sub., Mileage 122,	B.C.		1	Collision rear-end.
41982	Aug. 12	C.N.R.	Hamilton Yard, East of Mary Street Bridge,	Ont.		2	Collision in yard.
42054	Aug. 31	C.N.R.	Campbellford Sub., Mileage 74-79,	Ont.		1	Collision rear-end.
42690	Oct. 5	C.N.R.	Muskoka Junction; Newmarket Sub., Mileage 111-4,	Ont.		2	Collision rear-end.
42295	Oct. 13	C.N.R.	Kashabowie Sub., Mileage 83,	Ont.	1	2	Collision rear-end.
42428	Oct. 31	C.N.R.	Campbell's; Mulgrave Sub., Mileage 16-38,	N.S.		1	Collision rear-end.
42457	Nov. 3	C.N.R.	Albreda Sub., Mileage 6-6,	B.C.		35	Collision rear-end.
42633	Nov. 25	C.N.R.	Brule Sub., Mileage 103-2,	Alta.		3	Collision head-on.
42485	Dec. 9	C.N.R.	Jacobs; Allenwater Sub.,	Ont.	2	41	Collision head-on.
41033	Jan. 5	C.P.R.	MacTier Sub., Mileage 105-5,	Ont.	1		Collision rear-end.
41199	Feb. 9	C.P.R.	Three Rivers Sub., Mileage 23-29,	Que.		1	Collision at diamond crossing.
41291	Feb. 12	C.P.R.	Unity; Hardisty Sub., Mileage 20-8,	Sask.		1	Collision rear-end.
41364	Mar. 12	C.P.R.	Carleton Place; Chalk River Sub., Mileage 17-1,	Ont.		16	Collision with cars account open switch.
41583	Apr. 28	C.P.R.	Redvers; Arcola Sub.,	Sask.		1	Collision rear-end.
41729	June 13	C.P.R.	Espanola,	Ont.		2	Collision with cars account open switch.
41726	June 15	C.P.R.	North Bay Sub., 2 poles East of Mileage 90; 1 mile East of Rutherglen,	Ont.	5		Collision head-on.
41882	July 10	C.P.R.	North Bay Sub., Mileage 45,	Ont.		5	Collision head-on.
42034	July 12	C.P.R.	Vernon; Okanagan Sub., Mileage 46-2,	B.C.		1	Collision in yard.
41904	Aug. 9	C.P.R.	Sherbrooke Sub., Mileage 97-7,	Que.		5	Collision head-on.
42272	Sept. 10	C.P.R.	Saddle Rock; Cascade Sub., Mileage 20-1,	B.C.		1	Collision rear-end.
	Nov. 25	C.P.R.	Cloister; Mountain Sub., Mileage 31-7,	B.C.		2	Collision head-on.



42490	Dec. 3	C.P.R.	Montreal West.....	Que.....	1	2	Collision head-on.
42521	Dec. 1	C.P.R.	Lamigan Sub., Mileage 56-5.....	Sask.....		3	Collision head-on.
41237	Jan. 25	N.Y.C.	St. Stanislas.....	Que.....		14	Collision rear-end.
41140	Jan. 31	N.J.R.	Lacolle Diamond.....	Que.....		28	Collision at diamond crossing.
41511	Apr. 26	H.E.R.	Aylmer, Main Street.....	Que.....		1	Collision rear-end.
42146	June 30	N.St.C. & T.	Port Dalhousie Sub., Mileage 69; Reid's Stop.....	Ont.....		1	Collision rear-end.
41938	July 24	L. & P. S.	London, 1 mile south.....	Ont.....		11	Collision rear-end.
42086	Aug. 8	A.C. & H.B.	Hawk Junction.....	Ont.....		1	Collision with cars account open switch.
42099	Aug. 21	N.C.R.	Kirkland Lake; Kirkland Lake Sub., Mileage 6.....	Ont.....		1	Collision rear-end.
42145	Aug. 22	N.St.C. & T.	Lakeside Park, 1-41 miles from; Lake Shore Road.....	Ont.....		25	Collision rear end.
			TOTALS.....		14	370	

	Number of Accidents	Killed	Injured
1945.....	45	14	370
1944.....	46	5	255
Increase.....		9	115
Decrease.....	1		

## STATEMENT NO. 8.—DERAILMENTS INVOLVING PERSONAL INJURY DURING THE YEAR ENDED DECEMBER 31, 1945

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
41218	Jan. 26	C.N.R.	St. Remi Station; Hemmingford Sub., Mileage 6-50,	Que.		4	Fighting plough and two engines derailed on account of heavily packed snow drift.
41181	Feb. 1	C.N.R.	Brantford, near Clarence St. Subway; Dundas Sub., Mileage 22-98,	Ont.		6	Passenger train derailed on curve.
41353	Feb. 27	C.N.R.	Gladstone Sub., Mileage 74-3,	Man.	2	2	Broken journal.
41483	Mar. 24	C.N.R.	Yale Sub., Mileage 93-7,	B.C.		1	Soft track.
41560	Apr. 2	C.N.R.	Unity Sub., Mileage 130-6,	Alta.		2	Broken rail.
41626	May 15	C.N.R.	Hastings, west of; Campbellford Sub., Mileage 41-99,	Ont.	1	1	Approaching drawbridge, locomotive and 6 cars derailed.
41764	June 2	C.N.R.	Qu'Appelle Sub., Mileage 5-3,	Sask.		15	Broken rail.
41743	June 14	C.N.R.	North Gate Sub., Mileage 6,	Sask.		1	Deralement caused by a combination of less than standard clearance on friction blocks of car, and irregularities in track.
41845	July 5	C.N.R.	Parkdale Station, North of,	Ont.		3	Open Switch.
41861	July 11	C.N.R.	Moncton; Springhill Sub., Mileage 124-72,	N.B.		7	Cinders left between and on rails after fire was cleaned on engine, derailed engine truck.
41983	July 18	C.N.R.	Sydney Sub., Mileage 94-69,	N.S.		3	Train running tender first, locomotive and 2 cars derailed.
42287	Sept. 22	C.N.R.	Moose Creek Station, East of; Alexandria Sub., Mileage 97,	Ont.		1	Load shifting.
42409	Sept. 25	C.N.R.	Jefferson; Bala Sub., Mileage 12-5,	Ont.		3	Open switch.
42395	Oct. 22	C.N.R.	Inverness Sub., Mileage 26,	N.S.		1	Even track.
42576	Oct. 22	C.N.R.	Chandler Sub., Mileage 36-3,	Que.		2	Improper brake handling.
42524	Nov. 26	C.N.R.	Asquith Sub., Mileage 14-6,	Sask.		3	Train ran over derail protecting Diamond.
41323	Mar. 5	C.P.R.	Zorra; Galt Sub.,	Ont.		92	Broken rail on account of multiple transverse fissures.
41064	Jan. 1	C.P.R.	Berthierville Sub., Mileage 1-07,	Que.		5	Making back-up movement to take train around wye, rear coach derailed, account of hard snow in flange of crossing.
41678	May 29	C.P.R.	Farron; Boundary Sub.,	B.C.		3	Engine derailed by some object on rail.
42361	Oct. 23	C.P.R.	Red Deer Sub., Mileage 76-2,	Alta.		2	Broken rail, due to transverse fissure.
41121	Jan. 16	A.C. & H.B.	Northern Sub., Mileage 274,	Ont.		5	Spread track.

41250	Feb. 3	A.C. & H.B.	Northern Sub., Mileage 241.....	Ont.....	5 Broken wheel.
41375	Mar. 18	M. & S.C.	Montreal South, Victoria Avenue.....	Que.....	2 Electric car left track on curve.
41571	Apr. 20	Q.C.R.	Breakeyville, near; Quebec Sub., Mileage 123-6,....	Que.....	1 Derailment of train, due to track condition.
41641	May 25	M. & S.C.	St. Lambert,.....	Que.....	1 Electric car derailed, account of worn friction block.
42087	Nov. 24	A.C. & H.B.	Heyden,.....	Ont.....	2 Ice in flangeway of crossing.
TOTALS.....					3 173

	Number of Accidents	Killed	Injured
1945.....	26	3	173
1944.....	48	10	141
Increase.....			
Decrease.....	22	7	32

STATEMENT NO. 9.—TOTAL NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR THE TEN YEARS ENDED DECEMBER 31, 1945

—	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1936.....	3	425	79	1,955	251	592	333	2,972
1937.....	7	412	67	1,281	266	656	340	2,349
1938.....	4	371	48	814	227	477	279	1,662
1939.....	3	374	57	820	252	509	312	1,703
1940.....	5	304	58	872	250	578	313	1,754
1941.....	14	629	113	1,246	292	671	419	2,546
1942.....	44	779	123	1,225	283	661	450	2,665
1943.....	12	593	118	1,588	227	638	357	2,819
1944.....	10	472	87	1,820	256	585	353	2,877
1945.....	8	627	81	1,807	269	814	358	3,248
	110	4,986	831	13,428	2,573	6,181	3,514	24,595

## STATEMENT NO. 10.—TRESPASSERS KILLED AND INJURED, BY PROVINCES AND RAILWAYS, FOR YEAR ENDED DECEMBER 31, 1945

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Totals									
	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Killed	Injured								
Canadian National.....			8	5	3	6	2	4	21	15	6	41	24	19	7	4	3	1	3	94	40							
Canadian Pacific.....																				30								
Great Northern.....																				46								
British Columbia Electric....																				1								
Full Electric Port Stanley....																				1								
London and Central.....																				1								
Midland.....																				1								
Napierville Junction.....																				2								
Nipissing Central.....																				2								
Northern Alberta.....																				1								
Pacific.....																				1								
Peterborough.....																				1								
Totals.....	—	—	8	5	3	7	2	5	35	25	10	77	49	31	15	6	9	8	6	3	9	5	4	22	12	181	110	75

Acc.—Accidents, K.—Killed, I.—Injured.

## STATEMENT NO. 11. PERSONS KILLED AND INJURED IN THE MORE PROMINENT ACCIDENTS ON THE VARIOUS RAILWAYS UNDER THE JURISDICTION OF THE BOARD, SHOWN SEPARATELY FOR THE YEARS ENDED DECEMBER 31, 1941, 1942, 1943, 1944 AND 1945

	1941		1942		1943		1944		1945		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....	7	135	4	54	1	137	10	141	3	173	25	670
Collision head-on.....	13	221	18	123	12	133	2	108	8	160	52	815
Collision rear-end.....	15	97	47	485	5	122	2	129	6	169	73	942
Collision in yard.....	3	137	1	15	2	33		22		22	6	139
Collision with cars account open switch.....				1		37	1	26		20	1	95
Collision at diamond crossing.....				1		8		6		29		52
Highway crossings protected.....	27	101	27	105	33	73	33	84	40	110	160	473
Highway crossings unprotected.....	110	420	119	371	78	368	103	363	91	507	508	2,027
Adjoining couplers, coupling and uncoupling.....	135	112	1	132	1	51	46	76	2	76	247	297
Trespassing.....	15	111	104	132	95	92	92	70	110	75	481	481
Hand car, motor car, velocipede struck by train.....	15	27	10	25	9	48	6	39	8	59	48	198
Struck by switch stand, water spout, mail crane, or other projection.....	1	21		23		25	1	18		17	3	104
Crushed between cars and buildings, lumber piles.....	4	11		1		13		8		13		46
Getting on and off passenger train.....	4	54	3	80	7	104	2	65	5	49	21	332
Falling off top of car.....	1	29	3	29	3	40	2	42	5	22	14	182
Falling between cars.....	1	1		3		3		4		1		8
Employees getting off train in motion.....	2	80	2	64	3	105	7	141	1	136	13	525
Employees boarding train in motion.....	2	57	1	48	3	79	7	77	1	91	7	352
Run down by engine or cars at station or in yards.....	22	42	30	59	28	60	14	63	17	62	111	286
Explosion of locomotive boiler.....			3	3	3	3	3	5			6	8
Totals.....	361	1,576	382	1,686	301	1,593	290	1,417	298	1,761	1,632	8,033



STATEMENT NO. 12.—STATEMENT SHOWING HIGHWAY CROSSINGS AT WHICH PROTECTION PROVIDED, AND THE NATURE OF PROTECTION, DURING THE PERIOD OF TWELVE MONTHS ENDED DECEMBER 31, 1945

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements Effected	Date of Improvement
26727-520	65229	Palgrave; Milton Sub., Mileage 51-67, Ont.	C. N. R.	Approaches graded.	Feb. 27, 1945
26711-025	65238	Stearborough Golf Club; Oshawa Sub., Mileage 321-95, Ont.	C. N. R.	Approaches graded.	Mar. 8, 1945
9437-1007	65393	Woodstock, Wilson St.; Dundas Sub., Mileage 49-26, Ont.	C. N. R.	Additional wigwag installed; formerly single bell and wigwag.	Aug. 31, 1945
26765-71	65333	Kitchener, Lancaster St.; Brampton Sub., Mileage 62-08, Ont.	C. N. R.	Additional wigwag installed; formerly single bell and wigwag.	Aug. 31, 1945
1553	65387	Woodstock, Norwich St.; Dundas Sub., Mileage 49-05, Ont.	C. N. R.	Two wigwags and one bell installed; formerly bell.	Aug. 31, 1945
26765-32	64556	Windsor, Walker Road, Ont.	C. N. R.	Four electrically operated, manually controlled gate arms installed; formerly two electrically operated, manually controlled gate arms.	Feb. 22, 1945
22333-24	65022	Oakville Sub., Mileage 11-46; Cawthra Road, Ont.	C. N. R.	Two flashing lights and one pedestrian bell installed; formerly unprotected.	June 15, 1945
9437-1008	65180	Aurora, Wellington St., Ont.	C. N. R.	Two flashing lights and one pedestrian bell installed; formerly unprotected.	Jan. 22, 1945
26782-347	65104	Lachine, 55th Ave., Que.	C. N. R.	Two flashing lights and one bell installed; formerly unprotected.	June 15, 1945
6854	65195	Farmington, Main St., Ont.	C. N. R.	Two flashing lights and one bell installed; formerly unprotected.	June 18, 1945
38107-1	65947	St. Dominique de Jonquiere; north of Chauvigny Yard, Que.	C. N. R.	Two flashing lights and one bell installed; formerly unprotected.	Aug. 4, 1945
26711-678	65803	Pointe Claire; Cornwall Sub., Mileage 13-6, Ont.	C. N. R.	Two flashing lights and one bell installed; formerly unprotected.	Oct. 2, 1945
25940	65808	Pointe Claire; Cornwall Sub., Mileage 12-18, Que.	C. N. R.	Two flashing lights and one bell installed; formerly unprotected.	Oct. 18, 1945
38167-1	66567	Chauvigny Yard, 1st crossing north; Jonquiere Sub., Mileage 106-94, Que.	C. N. R.	Two flashing lights and one bell installed; formerly unprotected.	Nov. 19, 1945
9437-1263	65327	Edmonton, 99th St., Alta.	C. N. R.	Flashing light signals installed; formerly bell.	Oct. 22, 1945
23270	65101	Buckingham, Union St., Main St., Que.	C. P. R.	Three flashing lights and one bell installed; formerly unprotected.	Mar. 7, 1945
26727-385	65276	Sudbury, Regent St., Ont.	C. P. R.	Three flashing lights and one bell installed; formerly unprotected.	Apr. 27, 1945
27150-129	65451	Lacheyviere Station; Quebec Sub., Mileage 117-60, Que.	C. P. R.	Two flashing lights and one bell installed; formerly unprotected.	May 3, 1945
27156-231	65425	Sutton, South Main St., Ont.	C. P. R.	Two flashing lights and one bell installed; formerly unprotected.	Apr. 30, 1945
26727-318	65660	Galt Sub., Mileage 8-3, Ont.	C. P. R.	Two flashing lights and one bell installed; formerly unprotected.	Oct. 12, 1945
27156-205	65756	Bourget Station; Montreal and Ottawa Sub., Mileage 61-31, Ont.	C. P. R.	Two flashing lights and one bell installed; formerly unprotected.	Aug. 21, 1945
27156-265	65369	Montreal and Ottawa Sub., Mileage 16-8; Route No. 17, Que.	C. P. R.	Two flashing lights and one bell installed; new crossing.	June 7, 1945
9437-601	65210	St. Thomas, White St., Ont.	M. C. R.	Flashing light signals installed; formerly lighting flash signal.	Mar. 24, 1945
9437-597	65496	St. Thomas, Metcalfe St., Ont.	M. C. R.	Two flashing light signals and one bell installed; formerly lighting flash signal.	May 11, 1945
9437-593	65704	St. Thomas, Church St., Ont.	M. C. R.	Flashing light signals installed; formerly lighting flash signals.	Oct. 5, 1945
9437-594	65710	St. Thomas, Stanley St., Ont.	M. C. R.	Flashing light signals installed; formerly lighting flash signals.	Oct. 5, 1945
26765-48	65160	Galt, Bruce St., Ont.	L. E. & N.	Flashing light signals installed; formerly watchman.	Oct. 12, 1945
26744-151		Portage Junction, Parker Ave., Man.	C. N. R.	Bush cut down on both sides of roadway on east side of track.	June 4, 1945
33229-126		Chipman Station, 1st crossing west; Chipman Sub., Mileage 46-95, N. B.	C. N. R.	Trees trimmed.	July 3, 1945
26711-851		Tara, 2nd crossing north of; Ont.	C. N. R.	Clump of bushes cut down in north-west angle of crossing.	Aug. 3, 1945
28786-13		Greenfields, 1st crossing east; Unity Sub., Mile 135, Alta.	C. N. R.	Bushes cleared away.	Aug. 10, 1945
33229-130		Friederick, Hamwell Road; Centreville Sub., Mile 70-9, N. B.	C. N. R.	Bushes cut down.	Sept. 14, 1945
26744-155		Clare William Station, 1st crossing north; Rossburn Sub., Mileage 21, Man.	C. N. R.	Bush cut back on both sides of track.	Oct. 20, 1945
26765-140		Milton, 1st crossing north; Milton Sub., Mileage 49-1, Ont.	C. N. R.	Sight lines established.	Nov. 23, 1945
28786-150		Viking Sp., Mileage 91-4, Alta.	C. N. R.	Bushes cut down.	Dec. 17, 1945
29807-46		Wolsky, 1st crossing east; Indian Head Sub., Mileage 30-7, Sask.	C. P. R.	Approaches graded to nearly track level.	Jan. 27, 1945
27305-156		Shoal Lake, 3rd crossing west; Breitenbury Sub., Mileage 38, Man.	C. P. R.	Shrubs cut down.	April 6, 1945

STATEMENT NO. 12.—STATEMENT SHOWING HIGHWAY CROSSINGS AT WHICH PROTECTION PROVIDED, AND THE NATURE OF PROTECTION, DURING THE PERIOD OF TWELVE MONTHS ENDED DECEMBER 31, 1945.—Contc.

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements Effected	Date of Improvement
26727-136		Milton, 1st crossing west; Galt Sub., Mileage 32-31, Ont.	C. P. R.	Brush and trees cut in northwest corner.	Oct. 12, 1945
30558		New Westminster, Broad St., B.C.	C. P. R.	Brush cut down, south side of crossing.	Dec. 13, 1945
27305-159		St. James, Glenora Sub., Mileage 4, Man.	C. P. R.	Brush cut and approaches raised.	Dec. 13, 1945
30558		New Westminster, Broad St., B.C.	C. P. R.	Brush cut, north side of crossing.	Dec. 19, 1945
28300-49		Hebron, 1st crossing west; Yarmouth Sub., Mileage 82-41, N.S.	D. A. R.	Small bush removed.	Aug. 20, 1945
26752-124		St. Moise, Matapedia Sub., Mileage 83-33, Que.	C. N. R.	Advance warning signs replaced.	Sept. 20, 1945
34337-1316		Ottawa, Carling Avenue, Renfrew Sub., Mileage 4-2, Ont.	C. N. R.	Advance warning signs installed.	Jan. 23, 1945
33229-130		Fredericton, 1st crossing west; Chipman Sub., Mileage 46-35, N.B.	C. N. R.	Advance warning signs replaced, northwest side of crossing.	June 23, 1945
33229-126		South Bay, Gault Road; St. John Sub., Mileage 4-57, N.B.	C. N. R.	Dangerous Crossing signs installed.	Sept. 13, 1945
27136-126		Mallorytown, 2nd crossing east; Gannique Sub., Ont.	C. N. R.	Advance warning signs reconditioned.	Dec. 13, 1945
26711-855		Melville, 2nd crossing west; Touchwood Sub., Mileage 1-14, Sask.	C. N. R.	Two Scotchlite reflector signs installed.	April 14, 1945
33388		Charlo Station, 1st crossing west; Bathurst Sub., Mileage 106-70, N.B.	C. N. R.	Standard crossing sign repaired.	Feb. 9, 1945
33229-86		Bridgewater Station, 3rd crossing west; Chester Sub., Mileage 80-15, N.S.	C. N. R.	Standard crossing signs erected.	July 10, 1945
27218-6		Millview Station, Shelter, 1st crossing north; Vernon Sub., Mileage 2-28, P.E.I.	C. N. R.	Standard railway crossing sign changed to a more prominent location.	Sept. 5, 1945
33550-67		Cranbrook Sub., Mileage 96-45, B.C.	C. P. R.	Two "Persons" No. 437 Red Reflectors installed on each "checker board" sign.	May 12, 1945
26727-309		Streetsville Station, 1st crossing north; Orangeville Sub., Mileage 0-46, Ont.	C. P. R.	Advance warning signs installed.	Oct. 18, 1945
26727-532		Sudbury, Linway between Cedar and Larch Sts., Ont.	C. P. R.	Standard railway crossing signs erected.	Mar. 29, 1945
26807-46		Wolsley, 1st crossing east; Indian Head Sub., Mileage 30-7, Sask.	C. P. R.	Reflectorized stop signs installed.	Jan. 27, 1945
27136-32		St. Philippe, 1st crossing south; Admontier Sub., Mileage 3, Que.	C. P. R.	Stop sign repainted on southwest side of crossing.	Feb. 15, 1945
26800-45		Cambridge, 1st crossing west; Kentville Sub., Mileage 7-06, N.S.	D. A. R.	Advance warning signs erected.	May 14, 1945
27251		Niagara Falls, Stanley St., Ont.	N. S. C. & N.	Advance warning sign erected on north side of crossing.	Nov. 1, 1945
33364-3		Kirkland Lake Sub., Mileage 6-31, Ont.	N. C. R.	Reflectorized advance warning signs installed.	Jan. 25, 1945
33364-3		Kirkland Lake Sub., Mileage 6-31, Ont.	N. C. R.	Standard railway crossing sign repaired.	Feb. 8, 1945
37830-3		Glacier Bay, toward Cart, N.S.	C. & L.	Crossing Plaque.	Dec. 3, 1945
26711-806	66143	Albion Station, 3rd crossing north; King St. (Highway No. 89); Albion Sub., Mile 5, Ont.	C. N. R.	Speed limitation of 10 miles per hour maintained.	June 15, 1945
9437-123	66183	Brockville, William St., Ont.	C. N. R.	No movements to be made by locomotives on shop tracks over crossing unless protected by flagman.	June 26, 1945
23711-815	66640	West Huntingdon Station, 1st crossing west; Madoc Sub., Mileage 1-50, Ont.	C. N. R.	Speed limitation of 10 miles per hour maintained.	Nov. 5, 1945
26727-442	66493	Guelp, Victoria Road; Goderich Sub., Mileage 30-19, Ont.	C. P. R.	Speed limitation of 10 miles per hour maintained.	Sept. 19, 1945
26727-539	66857	Pelican, Camps, west leg of wye; Chalk River Sub., milege 105-2, Ont.	C. P. R.	Speed limitation of 10 miles per hour maintained.	Nov. 14, 1945
66490		Vancouver, Broadway Ave., B.C.	B. C. E.	All trains required to come to a stop before passing over crossing.	Sept. 19, 1945
4472-7	66785	Vancouver, Broadway Ave., B.C.	B. C. E.	All trains required to come to a stop before passing over crossing.	Nov. 27, 1945
27318-31	66722	McAlister Stop Shelter, immediately north of; Port Dover to Galt Sub., Mileage 29-7, Ont.	L. E. & N.	No train to pass over crossing at a speed greater than twenty miles per hour.	Nov. 27, 1945

STATEMENT NO. 13.—STATEMENT SHOWING THE NUMBER OF HIGHWAY CROSSINGS AT WHICH PROTECTION HAS BEEN COMPLETED AND THE NATURE OF PROTECTION, SET OUT BY PROVINCES, FOR THE TWELVE MONTHS ENDED DECEMBER 31, 1945

	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Totals
Approaches graded.....					2					3
Additional wiggag installed.....					2		1			3
Four electrically operated, manually controlled gate arms installed.....										2
Two flashing lights and one pedestrian bell installed.....					1					1
Two flashing lights and one bell installed.....				8	5					2
Flashing light signals installed.....					4		1			13
Two wigwags and one bell installed.....					1					5
Three flashing lights and one bell installed.....					1					1
Removal of obstructions to view.....					3	4		2	2	14
Advance warning signs installed.....		1	2		2					1
Advance warning signs replaced.....		1	1		1					4
Advance warning signs replaced.....				1	1					2
"Dangerous Crossing" signs installed.....			1		1					2
Two Scotchlite reflector signs installed.....			1							2
Two "Persons" No. 437 Red Reflectors installed on each "checker board" sign.....							1			1
Standard railway crossing signs installed.....									1	1
Standard railway crossing signs repaired.....		1			1					2
Standard railway crossing signs re-located.....	1		1							2
Planking installed.....										1
Flanking movements.....		1								1
ReflectORIZED advance warning signs installed.....					1					1
ReflectORIZED stop signs installed.....					1					1
Stop signs repaired.....				1			1			1
Speed restriction maintained.....					5				2	7
Totals.....	1	4	6	10	34	4	3	3	5	70



STATEMENT NO. 14—HIGHWAY CROSSING ACCIDENTS SHOWING NUMBER OF PERSONS KILLED AND INJURED, BY PROVINCES, FOR THE YEAR ENDED DECEMBER 31, 1945

Railway	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.
Canadian National	1	1					43	19 102	84	31 140	9	2 11	11	2 13	13	4 22	8		185	63 348
Canadian Pacific			11	3 27	9	2 23	19	11 35	42	21 48	14	5 18	25	12 34	15	2 18	16		134	53 182
Atchafalaya Central & Hudson Bay					8	2 13			2	3							7	1 12	2	1 12
British Columbia Electric																	4		6	2 12
Dominion Atlantic																	4		4	4 9
Esquimalt and Nanaimo			6	2 12					6	9									6	3 1
Grand River									2	3 1									2	3 1
Lake Erie and Northern									13	5 13									13	5 13
Michigan Central											1	1							1	1 1
Midland Railway of Manitoba																			1	1 1
Montreal and Southern Counties									1	1									1	1 1
New York Central									4	7									4	7 1
Niagara, St. Catharines and Toronto									1										1	1 1
Niussing Central															3	3			3	3 2
Northern Alberta																			1	1 1
Oshawa Railway									1	2									3	1 4
Pere Marquette									3	1 5									3	1 5
Quebec Central																			1	1 1
Quebec Railway, Light and Power Company																			1	1 1
Sydney and Louisburg			1	2															1	2 2
Toronto, Hamilton & Buffalo									3	6									3	6 6
Total	1	1	18	5 41	17	4 36	68	32 146	161	62 233	24	7 30	36	14 47	31	6 43	26	1 40	382	131 617

STATEMENT NO. 15—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31, 1945

Railway	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.
Gates							3	3 1	7	3 12	1	1							11	6 14
Lightning Flash									1	3									1	3 3
Bell					1		3	1 3	6	2 7									1	4 14
Bell and Wigwag			1	1 13	2	1 5	3	1 8 33	31	18 33	1	1	2	1 1			1		43	24 60
Flashing Lights and Bells							2	3 7	1	1									3	3 8
Watchman							2	9	4	5									6	14 14
Unprotected	1	1	17	4 28	14	3 27	53	24 118	110	35 175	22	6 29	34	13 46	31	6 43	25	40	307	91 507
Totals	1	1	18	5 41	17	4 36	69	33 146	160	61 233	24	7 30	36	14 47	31	6 43	26	1 40	382	131 617



STATEMENT NO. 15-A.—PARTICULARS OF HIGHWAY CROSSING ACCIDENTS BY PROVINCE SHOWING PROTECTION OR NON-PROTECTION IN EFFECT AND "MOTORS" OR "OTHERS" FOR THE YEAR ENDED DECEMBER 31, 1945

	Gates						Lightning Flash						Bell						Bell and Wigwag						Flashing Lights and Bells						Watchman					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.			
Prince Edward Island.....																																				
Nova Scotia.....																																				
New Brunswick.....																																				
Quebec.....																																				
Ontario.....	3	3	1				1	4																												
Manitoba.....	2	2	7	5	1	3																														
Saskatchewan.....	1		1																																	
Alberta.....																																				
British Columbia.....																																				
Totals.....	3	2	8	8	4	6	1	3				9	2	14	2	2			33	16	58	10	8	2	2	3	7	1		1	6	14				

	Unprotected										Total Motors				Total Others				Grand Totals													
	Motor					Other					A.		K.		A.		K.		A.		K.		Accidents		Killed		Injured					
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.		
Prince Edward Island.....	1																															
Nova Scotia.....	14	2	27				3			1																						
New Brunswick.....	13	3	26	1			1			1																						
Quebec.....	48	20	116	5			5			2																						
Ontario.....	99	30	169	11			4			6																						
Manitoba.....	20	5	28	2			2			1																						
Saskatchewan.....	32	12	45	2			2			1																						
Alberta.....	27	6	34	4			2			1																						
British Columbia.....	24		39	1			1			1																						
Totals.....	278	78	485	29			13			22						332			104	586	50	27	31								382	131

STATEMENT NO. 16.—STATEMENT SHOWING HIGHWAY CROSSING ACCIDENTS WITH NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR TEN-YEAR PERIOD  
ENDED DECEMBER 31, 1945

	Accidents	Killed	Injured
1936.....	243	113	367
1937.....	286	114	411
1938.....	242	96	300
1939.....	243	102	348
1940.....	346	133	485
1941.....	380	137	521
1942.....	341	146	476
1943.....	301	111	439
1944.....	340	141	447
1945.....	382	131	617
Totals.....	3,104	1,224	4,411

STATEMENT NO. 17 CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1945

	Accidents	Killed	Injured
<i>Motor Vehicles Struck by Train</i>			
Daylight Hours.....	143	61	216
Night Hours.....	65	29	147
Total.....	208	90	363
<i>Horse-Drawn or other Vehicles Struck by Train</i>			
Daylight Hours.....	13	2	16
Night Hours.....	5	3	3
Total.....	18	5	19
<i>Pedestrians Struck by Train</i>			
Daylight Hours.....	19	11	9
Night Hours.....	15	12	4
Total.....	34	23	13
<i>Motor Vehicles Ran Into Side of Train</i>			
Daylight Hours.....	36	6	49
Night Hours.....	70	7	129
Total.....	106	13	178
<i>Accidents in which Railway Track Cars Involved</i>			
Daylight Hours.....	16	—	44
Night Hours.....	—	—	—
Total.....	16	—	44
<i>Total Number of Accidents</i>			
Daylight Hours.....	227	80	334
Night Hours.....	155	51	283
Grand Total.....	382	131	617

Number of accidents which occurred at crossings protected by Gates.....	11
Number of accidents which occurred at crossings protected by Flashing Lights and Bell.....	3
Number of accidents which occurred at crossings protected by Bell.....	11
Number of accidents which occurred at crossings protected by Bell and Wigwag.....	43
Number of accidents which occurred at crossings protected by Lightning Flash.....	1
Number of accidents which occurred at crossings protected by Watchman.....	6
Number of accidents which occurred at crossings Unprotected.....	307
Total.....	382





STATEMENT NO. 18.—HIGHWAY CROSSING ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1945—Cont.

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
41,346	27,811-127	Feb. 28	13-10 k.	C.P.R.	Taber Sub., Mileage 77-77, Alta.		1	Unprotected	Auto truck
41,428	27,218-169	Mar. 19	10-20 a.m.	C.N.R.	North Sydney, Pleasant St.; Sydney Sub., Mileage 86-7, N.S.		2	Unprotected	Auto taxi
41,430	27,218-170	Mar. 24	8-35 a.m.	C.N.R.	Marshall Hope Station, 1st crossing east; Mulgrave Sub., Mileage 72-27, N.S.		1	Unprotected	Auto
41,429	36,352-18	Mar. 19	3-40 p.m.	D.A.R.	Kentville Station, 1st crossing west; Kentville Sub., Mileage 0-39, N.S.		2	Unprotected	Auto truck
41,413	27,401-105	Mar. 13	4-00 p.m.	C.P.R.	Prince of Wales Station, 1st crossing east; Shore Line Sub., Mileage 11-4, N.B.		1	Unprotected	Auto
41,433	27,401-76	Mar. 27	2-47 p.m.	C.P.R.	Fairville Station, 2nd east; West St. John Sub., Mileage 0-20, N.B.		1	Unprotected	Auto truck
41,359	26,752-361	Mar. 5	3-50 p.m.	C.N.R.	Montreal, 1st crossing west of Marchand Ave.; L'Assomption Sub., Mileage 30-5, Que.		3	Unprotected	Auto truck
41,475	26,752-242	Mar. 22	7-45 p.m.	C.N.R.	Ilwaco, Ninth Ave.; Lenoxville Sub., Mileage 12, Que.		1	Unprotected	Auto
41,521	26,711-524	Mar. 29	7-22 p.m.	C.N.R.	Newmarket, Timothy St.; Stratford Sub., Mileage 35-7, Ont.	2		Bell & wigwag	Auto
41,331	13,157	Mar. 3	8-50 p.m.	C.N.R.	Stratford, Cardiac St.; Stratford Sub., Mileage 19-99, Ont.		1	Bell & wigwag	Auto
41,440	9,437-182	Mar. 31	7-07 p.m.	C.N.R.	Brantford, Bridges, Alton St.; Longwood Sub., Mileage 4-79, Ont.		1	Unprotected	Pedestrian
41,396	26,711-648	Mar. 16	12-30 p.m.	C.N.R.	Brantford, Greenwell St.; Brantford Sub., Mileage 1-12, Ont.		2	Unprotected	Auto
41,450	23,757	Mar. 26	5-30 p.m.	C.N.R.	Simcoe, Union St.; Simcoe Sub., Mileage 7-31, Ont.		1	Unprotected	Pedestrian
41,391	26,711-702	Mar. 26	1-43 p.m.	C.N.R.	Lakeview, Hag Blvd.; Oakville Sub., Mileage 10-58, Ont.	1		Flashing lights	Pedestrian
41,358	1,017	Mar. 9	3-53 p.m.	C.P.R.	Almonte, Bridge St.; Chalk River Sub., Mileage 23-99, Ont.		1	and bells	Pedestrian
41,369	9,437-772	Mar. 8	1-00 p.m.	C.P.R.	Glencoe Station, west of Windsor Sub., Mileage 30-23, Ont.	1		Unprotected	Auto truck
41,330	36,176-1	Mar. 2	10-45 a.m.	A.C. & H.B.	Kitchener, south of Sand Sub., Mileage 7-82, Ont.		2	Unprotected	Auto truck
41,399	29,690-11	Mar. 11	2-15 p.m.	G.R.R.	Kitchener, Courtland Ave.; Waterloo Sub., Mileage 11-9, Ont.		1	Unprotected	Auto
41,398	9,437-1130	Mar. 20	8-03 p.m.	L.E. & N.	Brantford, Grand River Ave.; Port O Galt Sub., Mileage 20-3, Ont.		1	Unprotected	Auto
41,371	9,437-133	Mar. 22	7-15 a.m.	M.C.R.	Comber, Main St.; Main Sub., Ont.		1	Bell & wigwag	Pedestrian
41,520	31,482	Mar. 12	5-35 p.m.	Oshawa	Oshawa, Intersection of King St. and Ruson Road, Ont.		2	Unprotected	Auto
41,439	27,929-6	Mar. 23	4-00 p.m.	P.M.R.	Leamington, 2 miles east of St. Thomas and Walkerville Sub., Mileage 30, Ont.		1	Unprotected	Auto truck
41,379	26,744-152	Mar. 13	1-25 a.m.	C.N.R.	Winnipeg, Terminals, Mills St., Man.		1	Unprotected	Auto truck
41,408	26,807-173	Mar. 14	2-27 p.m.	C.P.R.	Tisdale Sub., Mileage 2-48, Sask.		1	Unprotected	Horse-drawn vehicle
41,365	27,811-184	Mar. 21	3-25 p.m.	C.P.R.	Macleod Sub., Mileage 85-45, Alta.		1	Unprotected	Auto
41,327	9,437-1177	Mar. 4	11-45 p.m.	C.P.R.	Calgary, 8th St., East, Alta.		1	Unprotected	Auto
41,347	33,073-23	Mar. 3	9-45 p.m.	C.N.R.	Cranbrook Sub., Mileage 96-45, B.C.		2	Unprotected	Auto
41,465	33,029-76	Apr. 5	1-15 p.m.	C.N.R.	River Glade Station, 1st crossing west; Sussex Sub., Mileage 17-2, N.B.		2	Bell & wigwag	Auto truck
41,434	27,401-81	Apr. 8	3-50 a.m.	C.P.R.	West St. John Yard, Union St. Crossing, N.B.		5	Unprotected	Auto
41,492	38,107-1	Apr. 24	10-30 a.m.	C.N.R.	Jonquiere Sub., Mileage 107-2; Petite Sagard, Lake Crossing, Que.		22	Unprotected	Auto
41,451	26,782-353	Apr. 2	10-40 p.m.	C.N.R.	Le St. Pierre, 8th Ave.; Industrial Spur Truck, Mileage 4-25, Que.		5	Unprotected	Auto bus
41,532	27,156-176	Apr. 29	10-06 p.m.	C.P.R.	Bremilton Station, 1st crossing west; Magalloway Sub., Mileage 61-06, Que.	3		Unprotected	Auto
41,504	27,156-207	Apr. 30	7-15 p.m.	C.P.R.	Leominville Station, 2nd crossing south; Newport Sub., Mileage 52-4, Que.		2	Unprotected	Auto
41,575	9,437-540	Apr. 23	11-20 p.m.	Q.C.R.	Anselme Station, North St.; Lévis Sub., Mileage 11-6, Que.	1		Unprotected	Auto
41,566	31,046-37	Apr. 24	8-24 a.m.	C.N.R.	Portersburg, Dundas St.; Thorndale Sub., Mileage 29-40, Ont.		1	Unprotected	Auto
41,440	37,121	Apr. 5	7-09 a.m.	C.N.R.	Port William, 1st south of Station; Lakeland Terminal, Ont.		1	Unprotected	Auto
41,448	18,706	Apr. 2	9-45 p.m.	C.N.R.	Alliston, King St.; Alliston Sub., Mileage 5-3, Ont.		1	Unprotected	Auto
41,541	26,711-806	Apr. 7	11-17 a.m.	C.N.R.	Brantford, West Colborne St.; Brantford Sub., Mileage 1-64, Ont.		2	Unprotected	Auto
41,531	26,711-406	Apr. 16	9-00 p.m.	C.N.R.	Brantford, 2nd crossing east of East Switch; Fort Frances Sub., Mileage 108-77, Ont.		7	Unprotected	Auto
41,549	26,711-418	Apr. 19	11-45 a.m.	C.N.R.	Uthof, east of Midland Sub., Mileage 48-88, Ont.		1	Unprotected	Auto
41,585	26,711-850	Apr. 20	1-15 p.m.	C.N.R.	Edgington, 2nd crossing west; Algonquin Sub., Mileage 11, Ont.	3		Unprotected	Auto
41,584	26,711-849	Apr. 21	6-35 p.m.	C.N.R.			1	Unprotected	Auto



41,661 41,697	9,437-123 26,711-852	Apr. 24 Apr. 23	12-30 p.m. 9-18 a.m.	C.N.R. C.N.R.	Brockville, William St.; Cornwall Sub., Mileage 125-44, Ont. Lindsay, Albert St.; Midland Sub., Mileage 0-35, Ont.	1 1	Unprotected Unprotected	Auto Horse-drawn vehicle
41,548	26,727-347	Apr. 26	8-15 p.m.	C.P.R.	Ivanhoe, Madoc Road; Havelock Sub., Mileage 71-7, Ont.	1	Unprotected	Auto
41,622	26,711-244	Apr. 23	8-35 a.m.	C.N.R.	London East, Highbury Ave.; Dundas Sub., Mileage 75-63, Ont.	1	Unprotected	Bicycle
41,474	26,727-369	Apr. 14	12-28 a.m.	C.P.R.	Streetsville; Orangeville Sub., Mileage 0-46, Ont.	3	Unprotected	Auto truck
41,543	26,727-536	Apr. 10	8-50 a.m.	C.P.R.	Cavan, Peterboro Sub., Mileage 31-1, Ont.	1	Unprotected	Auto
41,551	29,690-14	Apr. 29	6-53 p.m.	G.R.R.	Gauge, Hespeler Road; Waterloo Sub., Mileage 1-5, Ont.	1	Bell & wigwag	Auto
41,550	35,460-12	Apr. 28	4-02 p.m.	G.R.R.	Haguey Shelter, north of; Waterloo Sub., Mileage 5-9, Ont.	1	Bell & wigwag	Auto
41,488	9,437-931	Apr. 23	4-20 p.m.	M.C.R.	Victoria Park Station, south of; Niagara Falls Branch, Ont.	2	Bell & wigwag	Pedestrian
41,564	26,744-153	Apr. 23	14-20 p.m.	C.N.R.	Rossburn, 2 poles east of East Switch, Man.	1	Unprotected	Auto
41,545	26,807-176	Apr. 19	1-20 p.m.	C.P.R.	Seniac, 1st crossing east of Station; Hardisty Sub., Mileage 44-77, Sask.	2	Unprotected	Auto truck
41,443	26,807-174	Apr. 3	4-35 p.m.	C.P.R.	Fleming Station, 1st crossing west; Broadview Sub., Mileage 78-04, Sask.	2	Unprotected	Auto truck
41,508	26,807-175	Apr. 14	6-55 p.m.	C.P.R.	Balgoin Station, 1st crossing west; Indian Head Sub., Mileage 77-40, Sask.	1	Unprotected	Auto
41,552	28,786-115	Apr. 22	12-05 a.m.	C.N.R.	Hanna; Drumheller Sub., Mileage 0-71, Alta.	1	Unprotected	Auto
41,539	27,937-1177	Apr. 14	8-35 p.m.	C.P.R.	Calgary, Eighth St. East, Alta.	1	Unprotected	Auto truck
41,576	37,811-185	Apr. 30	10-55 k.	C.P.R.	Castor; Lacombe Sub., Mileage 21-8, Alta.	4	Unprotected	Auto truck
41,507	20,213-31	Apr. 11	9-40 a.m.	C.P.R.	Vernon Station, 2nd crossing North; Okanagan Sub., Mileage 46, B.C.	1	Unprotected	Auto
41,718	27,218-171	May 1	2-15 p.m.	C.N.R.	Debert; Springfield Sub., Mileage 0-26, N.S.	1	Unprotected	Army truck
41,611	27,218-6	May 1	7-30 p.m.	C.N.R.	Bridgewater Station, 3rd crossing west; Chester Sub., Mileage 80-15, N.S.	1	Unprotected	Pedestrian
41,556	39,728	May 2	1-25 p.m.	C.N.R.	Sydney, Commercial St.; Sydney Sub., Mileage 0-48, N.S.	1	Unprotected	Pedestrian
41,630	33,229-135	May 13	10-00 p.m.	C.N.R.	Bakerbrook Junction, 1st crossing east; Glendyne Sub., Mileage 11-54, N.B.	3	Unprotected	Auto
41,625	33,229-126	May 4	12-35 p.m.	C.N.R.	Chipman Station, 1st crossing north; Chipman Sub., Mileage 46-95, N.B.	1	Unprotected	Auto
41,627	2,740-106	May 4	8-30 p.m.	C.P.R.	West St. John, 1st crossing north of Queen St. Intersection; St. John Sub., Mileage 3-4, N.B.	5	Unprotected	Auto
41,567	26,782-286	May 12	10-00 a.m.	C.N.R.	St. John, N.B., 2nd crossing north; Rouses Sub., Mileage 24-76, Que.	1	Unprotected	Auto truck
41,575	38,631-26	May 9	7-05 p.m.	C.N.R.	St. Cyrille, 1st crossing west; Drummondville Sub., Mileage 93-7, Que.	3	Unprotected	Auto truck
41,636	27,156-268	May 19	9-59 p.m.	C.P.R.	Farnham Station, crossing north of; Adirondack Sub., Mileage 6-39, Que.	2	Unprotected	Auto
41,633	3,287	May 26	1-00 p.m.	C.N.R.	Napanea Station, Selby Road; Gananoque Sub., Mileage 200, Ont.	2	Unprotected	Auto
41,557	26,711-851	May 3	1-15 p.m.	C.N.R.	Tara Station, 2nd crossing north; Owen Sound Sub., Mileage 50-36, Ont.	2	Bell & wigwag	Auto
41,565	9,437-836	May 12	11-43 a.m.	C.P.R.	Chatham, Colborne St.; Windsor Sub., Mileage 63-92, Ont.	2	Bell & wigwag	Auto
41,643	26,727-357	May 20	1-55 p.m.	C.P.R.	Midhurst, 1 mile north; MacTier Sub., Mileage 68-4, Ont.	1	Unprotected	Pedestrian
41,721	26,842-190	May 31	6-30 p.m.	C.P.R.	Niagara Falls, McGill Ave, Ont.	2	Unprotected	Auto truck
41,632	27,365-118	May 8	5-50 p.m.	M.C.R.	Whitemouth Station, 1st crossing east; Keewatin Sub., Mileage 71-94, Man.	2	Unprotected	Auto truck
41,590	26,807-177	May 12	7-45 p.m.	C.P.R.	Springdale Station, 1st crossing east; Wynyard Sub., Mileage 41-3, Sask.	2	Unprotected	Auto
41,596	28,786-148	May 10	8-45 a.m.	C.N.R.	Scapa, 2 poles north; Endiang Sub., Mileage 16-7, Alta.	6	Unprotected	Horse-drawn vehicle
41,719	27,811-186	May 24	5-00 p.m.	C.P.R.	Josephsburg Station, 1st crossing east; Willingdon Sub., Mileage 149-2, Alta.	2	Unprotected	Auto
41,871	33,560-67	June 29	4-10 p.m.	C.N.R.	Millview Station; Vernon Sub., Mileage 2-28, P.E.I.	1	Unprotected	Auto truck
41,864	33,229-136	June 28	6-09 p.m.	C.P.R.	Honeydale; St. Stephen Sub., Mileage 19-16, N.B.	1	Unprotected	Auto
41,710	38,338	June 9	9-58 a.m.	C.N.R.	Montreal, Ontario St.; L'Assomption Sub., Mileage 35-42, Que.	1	Gates	Pedestrian
41,773	26,782-124	June 17	1-47 p.m.	C.N.R.	St. Moise; Matapebie Sub., Mileage 83-33, Que.	3	Bell & wigwag	Auto
41,720	26,782-363	June 4	5-00 p.m.	C.N.R.	Port Daniel; Chandler Sub., Mileage 19-15, Que.	1	Unprotected	Auto
41,658	16,903	June 5	1-50 p.m.	C.N.R.	Montreal East, 1st crossing east of Dube St.; L'Assomption Sub., Mileage 29-07, Que.	3	Unprotected	Auto truck
41,749	26,782-41	June 25	3-30 p.m.	C.N.R.	St. Martin, St. Joseph St.; Beauharnois Sub., Mileage 0-28, Que.	1	Unprotected	Auto truck
41,702	27,536-184	June 11	10-35 a.m.	C.P.R.	Berthier Station, 1st crossing east; Trois Rivières Sub., Mileage 44-24, Que.	2	Unprotected	Auto truck
41,740	27,270-10	June 15	9-22 p.m.	N.Y.C.	Beauport, St. Louis Road; St. Lawrence and Adirondack Sub., Mileage 21-8, Ont.	1	Bell	Pedestrian
41,690	9,437-157	June 5	11-53 a.m.	C.N.R.	London, Ridout St.; Strathroy Sub., Mileage 0-22, Ont.	1	Gates	Horse-drawn vehicle
41,786	9,427-427	June 13	4-27 p.m.	C.N.R.	Nelles Corner, Station just west; Cayuga Sub., Mileage 54-51, Ont.	2	Bell	Auto
41,936	26,765-36	June 19	7-00 a.m.	C.N.R.	Stevensville; Cayuga Sub., Mileage 8-20, Ont.	2	Bell & wigwag	Auto

STATEMENT NO. 13.—HIGHWAY CROSSING ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1945—Cont.

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
41,772	26,711-248	June 12	10-00 a.m.	C.N.R.	Goodwood Station, 1st crossing east; Uxbridge Sub., Mileage 35-20, Ont.		2	Unprotected	Auto
41,817	26,765-24	June 23	10-45 a.m.	C.N.R.	London, Adelaide St., Dundas Sub., Ont.		1	Unprotected	Auto
41,782	26,711-452	June 26	5-55 p.m.	C.N.R.	Canning Station, 1 mile north; Cobocook Sub., Mileage 8-90, Ont.	1	1	Unprotected	Auto
41,689	9,437-294-2	June 7	9-34 p.m.	C.N.R.	Bracebridge Station, 1st crossing south; Huntsville Sub., Mileage 9-9, Ont.			Unprotected	Pedestrian
41,763	26,727-52	June 25	2-05 p.m.	C.P.R.	Perth Station, 1-4 miles west; Belleville Sub., Mileage 13, Ont.	1		Unprotected	Pedestrian
41,905	26,727-136	June 27	8-43 p.m.	C.P.R.	Galt Sub., Mileage 32-8, Ont.		2	Unprotected	Auto
41,835	26,727-537	June 11	2-10 p.m.	C.P.R.	Warkenton Sub., Mileage 18-4, Ont.		1	Unprotected	Auto
41,798	26,832-61	June 14	1-45 p.m.	T.H. & B.	Waterford Station, 1st crossing east; Waterford Sub., Mileage 79-90, Ont.		1	Unprotected	Auto
41,737	26,744-130	June 11	3-35 p.m.	C.N.R.	Beach Junction, 1st crossing east; Victoria Beach Sub., Mileage 0-5, Man.		1	Unprotected	Auto
41,758	23-458	June 11	3-16 p.m.	C.N.R.	Oak Lake Station, 1st crossing east; Broadview Sub., Mileage 31-35, Man.		2	Unprotected	Auto
41,793	27-305-157	June 14	11-05 a.m.	C.P.R.	Pilot Mound, 1st crossing north; Napinka Sub., Mileage 10-5, Man.			Unprotected	Auto
41,788	26-807-179	June 23	7-50 p.m.	C.P.R.	Gorlitz Station, 1st crossing north; Yorkton Sub., Mileage 42-2, Sask.			Unprotected	Auto
41,747	26-807-178	June 10	11-25 a.m.	C.P.R.	Lang, 3rd crossing south; Portal Sub., Mileage 56-99, Sask.			Unprotected	Auto
41,738	28-786-149	June 15	2-15 p.m.	C.N.R.	Elmora Station, 1st crossing north; Three Hills Sub., Mileage 37-62, Alta.	1		Unprotected	Auto
41,722	27-811-174	June 13	7-44 a.m.	C.P.R.	Alversley Station, 1st south; Macleod Sub., Mileage 32-05, Alta.			Unprotected	Auto
41,872	28-300-49	July 7	11-15 a.m.	D.A.R.	Hebron Station, 1st crossing west; Yarmouth Sub., Mileage 82-41, N.S.	1		Unprotected	Auto
41,862	33-229-130	July 7	5-50 a.m.	C.N.R.	Fredericton, Centreville Sub., Mileage 70-9, N.B.		3	Unprotected	Auto
41,873	27-156-126	July 22	5-00 p.m.	C.P.R.	South Bay; St. John Sub., Mileage 4-57, N.B.	1		Unprotected	Auto
41,750	34-757	July 10	3-27 p.m.	C.N.R.	Montreal East, George V Ave.; L'Assomption Sub., Mileage 30-7, Que.			Unprotected	Auto
41,807	26-782-193	July 12	11-50 p.m.	C.N.R.	St. Laurent, Monkland Blvd.; Jacques Cartier Sub., Mileage 6-95, Que.		7	Unprotected	Auto
41,848	26-782-396	July 20	2-37 p.m.	C.N.R.	Riviere Ouelle; Montmagny Sub., Mileage 35-08, Que.		1	Unprotected	Pedestrian
41,852	9-437-757	July 22	8-10 p.m.	C.P.R.	Lachute, Hamilton St.; Lachute Sub., Mileage 45-1, Que.	1		Unprotected	Auto
41,901	35-792-2	July 17	2-35 p.m.	N.C.R.	Evain Station, 1st crossing west; Kirkland Lake Sub., Mileage 53-45, Que.		1	Unprotected	Auto
41,756	38-361-1	July 4	2-08 p.m.	Q.R.L. & P. Company	Montmorency, St. Gregoire St., Que.		1	Unprotected	Auto
41,839	9-437-1211	July 25	9-00 p.m.	C.N.R.	Pottersburg, Dundas Street; Thorndale Sub., Mileage 29-90, Ont.	1		Bell & wigwag.	Pedestrian
41,812	9-437-160	July 11	4-58 a.m.	C.N.R.	Ottawa, Echo Drive; Renfrew Sub., Mileage 0-57, Ont.		1	Unprotected	Auto
41,834	26,711-172	July 25	4-30 p.m.	C.N.R.	Erie Beach, Helena St.; Dunnville Sub., Mileage 3-86, Ont.	1		Unprotected	Auto
42,107	26,711-854	July 30	1-15 p.m.	C.N.R.	Atherly Station, 3rd crossing north; Newmarket Sub., Mileage 90-2, Ont.		22	Unprotected	Auto
41,909	26,711-145	July 27	11-15 p.m.	C.N.R.	Hamilton, Ferguson Ave.; Hagersville Sub., Mileage 80, Ont.		1	Unprotected	Auto
42,078	26,711-667	July 18	11-02 p.m.	C.N.R.	Bancroft, Station St.; Maynooth Sub., Mileage 85-82, Ont.		1	Unprotected	Auto
41,945	26,765-117	July 14	10-30 a.m.	C.N.R.	Lawrence Station, 1st crossing east; Chatham Sub., Ont.		1	Unprotected	Auto
41,924	26,765-77	July 9	5-35 p.m.	C.N.R.	Simcoe, West St.; Simcoe Sub., Mileage 7-26, Ont.		1	Unprotected	Auto
41,967	26,711-587	July 1	7-30 k.	C.N.R.	Fort William, Victoria Ave., Ont.		1	Unprotected	Horse-drawn vehicle
41,881	26-727-372	July 19	11-50 p.m.	C.P.R.	Sault Ste. Marie, Cathcart St.; Thessalon Sub., Mileage 132-86, Ont.		5	Unprotected	Auto
41,885	26-727-500	July 19	10-25 p.m.	C.P.R.	Arthur Station, just west; Teeswater Sub., Mileage 19-66, Ont.		2	Unprotected	Auto
41,808	9-437-612	July 7	1-20 p.m.	C.P.R.	Ottawa, Russell Road; M. & O. Sub., Mileage 85-93, Ont.		1	Unprotected	Auto
41,906	26-727-442	July 12	7-57 a.m.	C.P.R.	Guelph, Victoria Road; Goderich Sub., Mileage 30-19, Ont.		1	Unprotected	Auto
41,911	26-744-154	July 25	10-37 a.m.	C.N.R.	Gilbert Plain Station, 1st crossing west; Togo Sub., Mileage 20-1, Man.	1		Unprotected	Auto
41,910	27-305-102	July 5	9-10 p.m.	C.P.R.	Brandon Station, 1st crossing west; Broadview Sub., Mileage 0-47, Man.		1	Gates	Auto
41,922	27-305-198	July 25	4-10 p.m.	C.P.R.	Portage la Prairie, 2nd crossing west; Carberry Sub., Mileage 56-25, Man.		1	Unprotected	Auto
41,965	35-734	July 7	9-48 k.	C.N.R.	Saskatoon, 33rd St., Sask.		1	Unprotected	Auto
41,906	27-004-8	July 22	2-35 k.	C.P.R.	Regina, Winnipeg St.; Tyvan Sub., Mileage 87-9, Sask.		1	Unprotected	Auto
41,787	26-807-180	July 10	9-00 a.m.	C.P.R.	Clonmel Station, 1st crossing west; Wynyard Sub., Mileage 14-1, Sask.		1	Bell & wigwag.	Street car
41,907	27-811-105	July 9	11-08 a.m.	C.P.R.	Tompkins Station, 1st crossing west; Maple Creek Sub., Mileage 50-4, Sask.		2	Unprotected	Auto



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41,912	27,811-150	July 30	10-07 a.m.	C.P.R.	Midnapore, 14 miles south; Macleod Sub., Mileage 10-78, Alta.	1	Unprotected	Auto truck
41,913	27,811-47	July 26	10-58 p.m.	C.P.R.	Calgary; Red Deer Sub., Mileage 4-9, Alta.	1	Unprotected	Auto truck
41,917	16,388-75	July 4	24-43 k.	C.N.R.	Kelowna Station, Ellis St.; Okanagan Sub., Mileage 118-9, B.C.	1	Unprotected	Auto
41,920	33,229-66	Aug. 17	5-40 p.m.	C.N.R.	St. Leonard, 1st crossing east; Grand Falls Sub., Mileage 87-80, N.B.	1	3	Auto truck
41,922	26,782-187	Aug. 17	5-43 p.m.	C.N.R.	Rimouski Station, 1st crossing north; Rimouski Sub., Mileage 18-17, Que.	1	1	Auto
42,059	27,156-269	Aug. 22	7-55 p.m.	C.P.R.	Springhill Station, 1st crossing east; Megantic Sub., Mileage 8-4, Que.	2	Unprotected	Horse-drawn vehicle
42,170	26,782-370	Aug. 31	11-25 a.m.	C.N.R.	Bio. Secondary Crossing; Rimouski Sub., Mileage 26-02, Que.	1	5	Auto
42,013	9,437-201	Aug. 20	5-42 p.m.	C.N.R.	Malvern Station, 1st crossing east; Gananoque Sub., Mileage 138-18, Ont.	1	Unprotected	Auto
42,045	6	Aug. 28	9-35 a.m.	C.N.R.	Peterboro, Charlotte St.; Campbellford Sub., Mileage 63-55, Ont.	1	1	Pedestrian
42,174	9,437-430	Aug. 20	1-40 a.m.	C.N.R.	Ridgeway, Main St.; Dunnville Sub., Mileage 9-08, Ont.	1	1	Bel & wigwag.
42,065	26,765-259	Aug. 30	11-30 a.m.	C.N.R.	Welland Station, 1 mile west; Welland Sub., Mileage 14-91, Ont.	1	1	Bel & wigwag.
41,981	26,765-257	Aug. 16	5-50 p.m.	C.N.R.	Oakville, Kerr St.; Oakville Sub., Mileage 21-95, Ont.	1	1	Unprotected
41,947	9,437-288	Aug. 14	10-45 p.m.	C.P.R.	London, Adelaide St.; Galt Sub., Mileage 113-73, Ont.	5	1	Auto truck
42,044	9,437-1095	Aug. 18	8-30 p.m.	C.P.R.	Alliston, Albert St.; MacTier Sub., Mileage 44-99, Ont.	1	1	Auto
41,959	26,727-538	Aug. 2	12-10 a.m.	C.P.R.	Woodstock, Oxford St.; Galt Sub., Mileage 87-64, Ont.	1	1	Pedestrian
41,988	26,727-507	Aug. 21	10-44 a.m.	C.P.R.	Guelph Station, 1-58 miles west; Goderich Sub., Mileage 33-49, Ont.	1	1	Auto
42,018	26,727-84	Aug. 17	12-45 p.m.	C.P.R.	Eady Station, 1-55 miles north; MacTier Sub., Mileage 88-61, Ont.	1	1	Motorcycle
42,143	27,231	Aug. 8	4-50 p.m.	C.P.R.	St. Catharines, Stanley St.; Falls Sub., Highway No. 8, Ont.	1	1	Auto
42,298	27,929-68	Aug. 25	7-55 p.m.	N. St. C. & T.	Sombra, 1st crossing north, Ont.	1	1	Auto
42,017	26,744-155	Aug. 18	8-10 a.m.	C.N.R.	Chatham, 1st crossing north; Rosburn Sub., Mileage 21, Man.	1	1	Auto
41,889	27,365-159	Aug. 3	10-40 a.m.	C.N.R.	Glenboro Sub., Mileage 4, Man.	1	1	Auto
41,994	26,807-181	Aug. 1	7-03 p.m.	C.P.R.	Mozart Station, 1st crossing west; Wynyard Sub., Mileage 106-4, Sask.	2	1	Auto truck
42,002	36,727-41	Aug. 12	7-42 p.m.	B.C.E.	Vancouver, Broadway and Ninth Ave., B.C.	1	1	Auto
41,996	30,681-41	Aug. 3	7-47 a.m.	B.C.E.	Vancouver, 33rd Ave., B.C.	1	1	Auto
42,175	28,300-51	Sept. 26	9-35 p.m.	C.P.R.	New Westminster, Braid St.; Westminster Sub., Mileage 5-87, B.C.	1	1	Auto
42,177	28,300-50	Sept. 26	12-40 a.m.	D.A.R.	Wilmot, Bowlsby Crossing; Kentville Sub., Mileage 28-23, N.S.	1	1	Auto
42,100	26,782-368	Sept. 1	3-45 p.m.	C.N.R.	Aldershot; Kingsport Sub., Mileage 1-6, N.S.	1	1	Horse-drawn vehicle
42,171	26,782-371	Sept. 23	11-50 a.m.	C.N.R.	Darville Sub., Mileage 6; Craig's Road, 1st crossing west; Que.	2	2	Auto
42,284	26,782-47	Sept. 27	8-30 a.m.	C.N.R.	Prevel Station, near Chandler Sub., Mileage 90-89, Que.	2	2	Auto
26,782-369		Sept. 5	9-20 a.m.	C.N.R.	Chicoutimi, Montcalm St.; Jonquiere Sub., Mileage 114-6, Que.	1	1	Auto
42,084	9,437-1100	Sept. 17	7-20 p.m.	C.N.R.	St. Edmund Station, 1st crossing east; Drummondville Sub., Mileage 8-9, Que.	1	1	Horse-drawn vehicle
27,156-215		Sept. 11	1-30 a.m.	C.P.R.	St. Henri, St. Ambrose St.; Cornwall Sub., Mileage 2-94, Que.	1	1	Pedestrian
42,252	27,156-27	Sept. 24	8-07 p.m.	C.P.R.	St. Agathe Station, 1st crossing north; St. Agathe Sub., Mileage 44-36, Que.	1	1	Auto
42,220	31,646-38	Sept. 6	2-35 a.m.	C.P.R.	West Shefford, Sherbrooke Sub., Mileage 114-4, Que.	1	1	Auto
42,191	26,711-858	Sept. 11	11-31 a.m.	C.N.R.	Leeds Station, 1st crossing south; Quebec Sub., Mileage 3-87, Ont.	2	2	Auto
42,225	26,765-218	Sept. 12	1-35 p.m.	C.N.R.	Stamford, Kalar Road; Welland Sub., Mileage 3-87, Ont.	1	1	Auto
42,179	26,711-856	Sept. 22	2-15 p.m.	C.N.R.	Kitchener, St. Leeger St.; Brampton Sub., Mileage 62-26, Ont.	1	1	Auto
42,168	26,711-857	Sept. 21	4-05 p.m.	C.N.R.	Midland, Centre St.; Midland Sub., Mileage 74-44, Ont.	1	1	Auto truck
42,161	26,711-855	Sept. 18	4-05 p.m.	C.N.R.	Stouffville Station, 1-72 miles east; Uxbridge Sub., Mileage 38-96, Ont.	1	1	Pedestrian
42,182	26,711-815	Sept. 18	10-40 p.m.	C.N.R.	Mallorytown, 2nd crossing east; Gananoque Sub., Mileage 137-25, Ont.	1	1	Auto
42,190	26,711-640	Sept. 29	8-07 p.m.	C.N.R.	West Huntingdon, Madoc Sub., Mileage 1-80, Ont.	2	2	Auto truck
42,284	26,711-257	Sept. 6	11-55 a.m.	C.N.R.	Stamford, 21 miles west; Welland Sub., Mileage 5-25, Ont.	1	1	Auto
42,284	26,727-249	Sept. 10	10-25 a.m.	C.P.R.	Chatham, Centre St.; Windsor Sub., Mileage 64-5, Ont.	1	1	Pedestrian
42,284	26,727-249	Sept. 10	10-25 a.m.	C.P.R.	Monklands, 1st crossing east; Windlesor Sub., Mileage 63-05, Ont.	1	1	Auto truck
42,284	26,727-249	Sept. 10	10-25 a.m.	C.P.R.	McAlister Stop, north of Port Dover to Galt Sub., Mileage 25-7, Ont.	1	1	Auto truck
42,136	27,231-24	Sept. 17	7-25 p.m.	L.E. & N.	St. Catharines, Kaler Road Crossing; Falls Sub., Ont.	3	4	Auto
42,354	27,365-113	Sept. 29	7-40 k.	N. St. C. & T.	Winnipeg, Nairn Ave.; Keewatin Sub., Mileage 124, Man.	1	1	Auto
42,140	27,365-125	Sept. 17	1-01 p.m.	C.P.R.	Treherne, 1st east of Station; Glenboro Sub., Mileage 75-1, Man.	1	1	Auto truck
42,128	27,365-180	Sept. 10	6-09 p.m.	C.P.R.	Carberry Sub., Mileage 72-1, Man.	2	2	Auto
42,147	27,467-51	Sept. 2	12-35 a.m.	C.N.R.	Lloydminster; Buckfoot Sub., Mileage 84-31, Sask.	2	2	Auto





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42,412	27,073-24	Oct. 23	22-00 k	C.P.R.	Coquitlam, Shaughnessy St.; Cascade Sub., Mileage 112-2, B.C.	1	Unprotected	Auto
42,413	Case 4658	Oct. 5	3-30 a.m.	C.P.R.	Revelstoke; Shuswap Sub., Mileage 3-4, B.C.	1	Unprotected	Auto
42,414	4,472-7	Oct. 17	22-10 k	B.C.E.	Vancouver, Broadway and Arbutus St., B.C.	2	Unprotected	Auto
42,415	38,681-6	Nov. 17	10-50 p.m.	C.N.R.	Newcastle; Bathurst Sub., Mileage 78-77, N.B.	2	Unprotected	Auto
42,416	33,229-141	Nov. 17	11-45 a.m.	C.N.R.	Petticoe; Sussex Sub., Mileage 23-34, N.B.	4	Unprotected	Auto
42,417	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	St. Laurent, Monkland Blvd., L'Assomption Sub., Mileage 41-05, Que.	2	Unprotected	Auto taxi
42,418	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	Normandin Station, 1st crossing east; Roberval Sub., Mileage 41-92, Que.	2	Unprotected	Auto
42,419	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	Acton Vale, Market St.; St. Hyacinthe Sub., Mileage 28-18, Que.	1	Unprotected	Auto
42,420	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	Upton, 2nd crossing east; St. Hyacinthe Sub., Mileage 28-19, Que.	1	Unprotected	Auto
42,421	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	Villemont Station, 1st east; Amos Sub., Mileage 55-9, Que.	1	Unprotected	Auto
42,422	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	St. Agapit, 2nd crossing west; Danville Sub., Mileage 13, Que.	1	Unprotected	Auto
42,423	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	Makamik Station, 1st crossing west; Makamik Sub., Mileage 15-8, Que.	1	Unprotected	Auto
42,424	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	Thamby, Point St.; Bridge Sub., Mileage 0-57, Que.	2	Unprotected	Auto
42,425	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	Montreal, Vernet St.; Montreal Terminal Sub., Mileage 0-94, Que.	2	Unprotected	Auto
42,426	26,782-193	Nov. 19	4-07 a.m.	C.N.R.	St. Lawrence Station, 1st crossing east; Megantic Sub., Mileage 35, Que.	1	Unprotected	Auto
42,427	42,097-1324	Nov. 19	9-15 a.m.	C.P.R.	Hull, St. Redempteur St.; M. & O. Sub., Mileage 89-27, Que.	1	Unprotected	Auto
42,428	9,437-844	Nov. 23	11-35 p.m.	C.N.R.	Hamilton, Gage Ave.; Grimsby Sub., Mileage 41-57, Ont.	2	Unprotected	Auto
42,429	Case 2426	Nov. 23	11-35 p.m.	C.N.R.	Brookville, Ontario St.; Cornwall Sub., Mileage 0-3, Ont.	3	Unprotected	Auto
42,430	26,711-321	Nov. 24	9-33 p.m.	C.N.R.	Mt. Brydges, Adelaide St.; Longwood Sub., Mileage 125-05, Ont.	7	Unprotected	Auto
42,431	9,437-182	Nov. 24	1-45 p.m.	C.N.R.	Gravelhurst, Muskoka St.; Newmarket Sub., Mileage 4-79, Ont.	1	Unprotected	Auto
42,432	26,711-471	Nov. 24	4-40 p.m.	C.N.R.	Rymal Station, 1st crossing; Wagon, Hagersville Sub., Mileage 7-12, Ont.	1	Unprotected	Auto
42,433	26,711-233	Nov. 29	1-30 a.m.	C.N.R.	Kitchener, Wellington St.; Wagon, Hagersville Sub., Mileage 7-12, Ont.	4	Unprotected	Auto
42,434	26,765-155	Nov. 29	4-45 p.m.	C.N.R.	London East, Egerton St.; Dundas Sub., Mileage 0-23, Ont.	1	Unprotected	Auto
42,435	9,437-157	Nov. 24	10-26 p.m.	C.N.R.	Belle River, 1st crossing west; Chatham, Sub., Mileage 62-2, Ont.	1	Unprotected	Auto
42,436	26,711-860	Nov. 10	12-56 p.m.	C.N.R.	North Bay, William St.; Alderdale Sub., Mileage 19-33, Ont.	1	Unprotected	Auto
42,437	18,402-84	Nov. 16	7-50 p.m.	C.N.R.	Elliot Station, 1-88 miles east; Belleville Sub., Mileage 15-95, Ont.	1	Unprotected	Auto
42,438	26,727-542	Nov. 16	3-50 p.m.	C.P.R.	Port Burwell Sub., Mileage 10-19, Ont.	1	Unprotected	Auto
42,439	26,727-543	Nov. 16	3-50 p.m.	C.P.R.	Kamistiquia; Kamistiquia Sub., Mileage 17-32, Ont.	1	Unprotected	Auto
42,440	26,727-503	Nov. 29	10-15 a.m.	C.P.R.	Shelburne, Main St.; Owen Sub., Mileage 15-95, Ont.	2	Unprotected	Auto
42,441	9,437-1004	Nov. 13	6-30 p.m.	C.P.R.	Galt, Kerr St.; Waterloo Sub., Mileage 0-2, Ont.	1	Unprotected	Auto
42,442	Case 4610	Nov. 21	7-30 p.m.	G.R.R.	Tilbury, Queen St.; Main Line Sub., Ont.	1	Unprotected	Auto
42,443	9,437-131	Nov. 10	7-15 p.m.	M.C.R.	Woodstock, Main St.; Main Line Sub., Ont.	1	Unprotected	Auto
42,444	26,744-168	Nov. 13	10-23 a.m.	C.N.R.	Portage la Prairie, 1st crossing west; Harte Sub., Mileage 54-4, Man.	1	Unprotected	Auto
42,445	26,744-168	Nov. 13	10-23 a.m.	C.N.R.	Dugald Station, 1st crossing east; Harte Sub., Mileage 54-4, Man.	1	Unprotected	Auto
42,446	27,585-163	Nov. 15	4-15 p.m.	C.N.R.	La Riviere Sub., Mileage 81-25, Man.	3	Unprotected	Auto
42,447	27,585-163	Nov. 15	4-15 p.m.	C.N.R.	Winnipeg, Erin St.; Winnipeg Terminal Sub., Man.	1	Unprotected	Auto
42,448	32,776	Nov. 11	1-00 a.m.	Midland Rly. of Manitoba				
42,449	27,467-58	Nov. 30	19-55 k	C.N.R.	Tisdale, Main St.; Tisdale Sub., Mileage 72-71, Sask.	1	Unprotected	Auto
42,450	27,467-303	Nov. 16	14-00 k	C.N.R.	Qu'Appelle Junction, 5th crossing north; Qu'Appelle Sub., Mileage 91-3, Sask.	1	Unprotected	Auto
42,451	20,752	Nov. 1	7-25 p.m.	C.P.R.	Saskatoon, 20th St.; Willkie Sub., Mileage 0-08, Sask.	1	Unprotected	Auto
42,452	26,807-70	Nov. 25	9-15 k	C.P.R.	Weston, 3rd St.; Portia Sub., Mileage 84-3, Sask.	1	Unprotected	Auto
42,453	28,786-119	Nov. 30	16-30 k	C.N.R.	Edmonton, 103rd Ave.; Edmonton Terminal Sub., Alta.	1	Unprotected	Auto
42,454	28,786-151	Nov. 6	18-35 k	C.N.R.	Haynes Station, 1st crossing; Bazaar Sub., Mileage 10-4, Alta.	1	Unprotected	Auto
42,455	27,811-97	Nov. 22	10-35 k	C.P.R.	Hughenden, 1st crossing east; Hasty Sub., Mileage 111-7, Alta.	1	Unprotected	Auto
42,456	26,216	Nov. 24	8-55 a.m.	C.P.R.	Caumore Station, 1st crossing east; Langdon Sub., Mileage 67, Alta.	1	Unprotected	Auto
42,457	39,014-7	Nov. 3	5-20 p.m.	N.A.R.	Edmonton Sub., Mileage 22-8, Alta.	1	Unprotected	Horse-drawn vehicle
42,458	39,014-8	Nov. 6	10-55 k	N.A.R.	Grimshaw, 1st crossing west; Peace River Sub., Mileage 65-4, Alta.	1	Unprotected	Auto
42,459	27,073-48	Nov. 1	9-55 p.m.	C.P.R.	Vancouver, Roger St.; Cascade Sub., Mileage 127-54, B.C.	1	Unprotected	Auto
42,460	27,073-15	Nov. 6	7-05 k	C.P.R.	Kanloops, Eighth Ave.; Thompson Sub., B.C.	1	Unprotected	Auto
42,461	27,073-146	Nov. 26	8-32 k	C.P.R.	Cranbrook Sub., Mileage 15, B.C.	4	Unprotected	Auto
42,462	36,716	Nov. 30	8-45 a.m.	B.C.E.	Vancouver, Borden Ave., B.C.	2	Unprotected	Auto
42,463	27,218-172	Dec. 18	9-15 a.m.	C.N.R.	Marriotts Crossing; Chester Sub., Mileage 50-5, N.S.	4	Unprotected	Auto

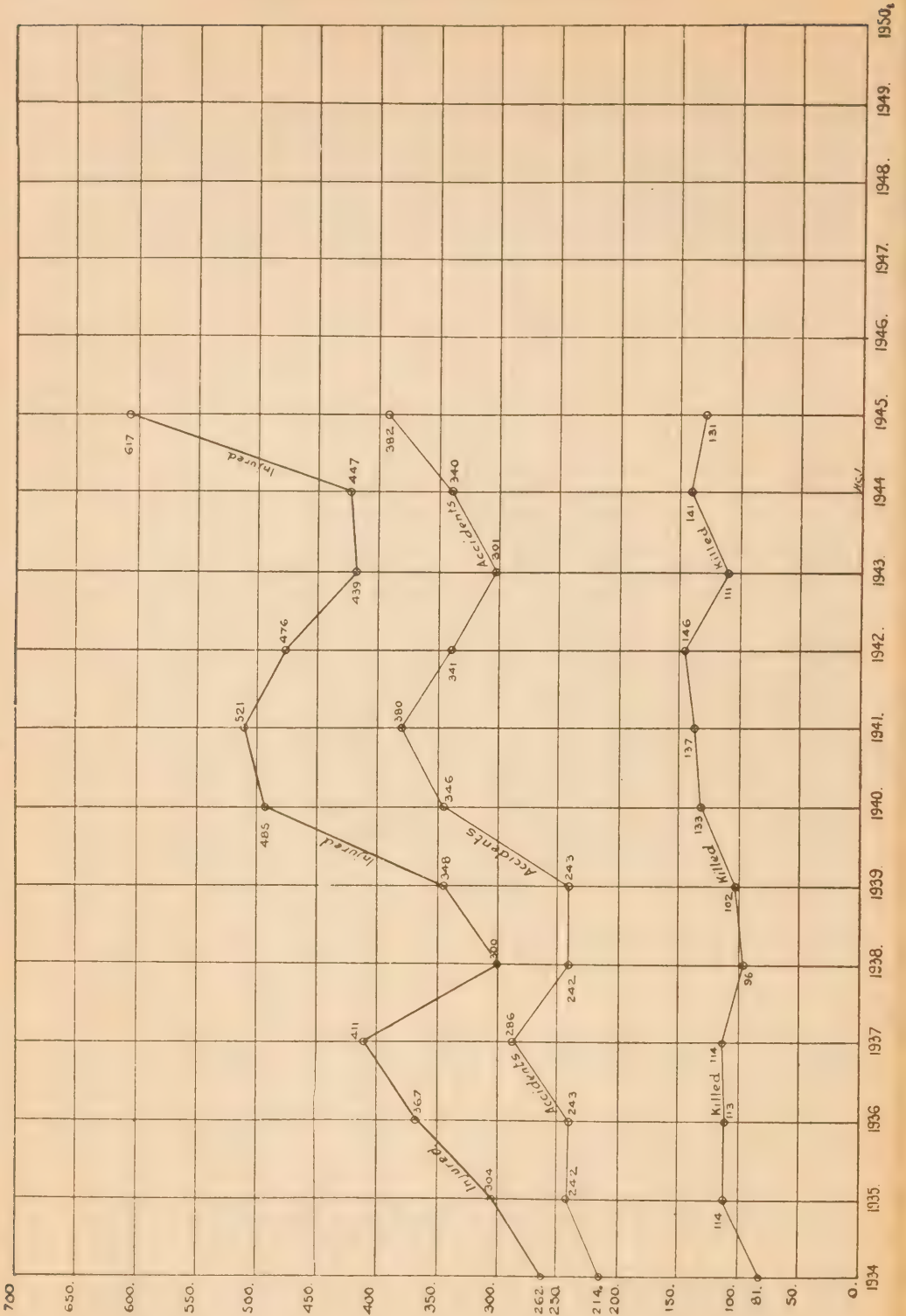
## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT NO. 18.—HIGHWAY CROSSING ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1945—Conte.

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
42,586	27,218-14	Dec. 9	5:25 p.m.	C.N.R.	Truro Station, 1st crossing west; Bedford Sub., Mileage 63-82, N.S.			Unprotected	Auto
42,658	27,218-168	Dec. 23	3:30 p.m.	C.N.R.	Riversdale; Mulgrave Sub., Mileage 12-7, N.S.		5	Unprotected	Auto
42,700	27,218-161	Dec. 29	7:35 a.m.	C.N.R.	Inverness Junction, 1st crossing west; Inverness Sub., Mileage 0-46, N.S.		1	Unprotected	Auto
42,694	27,223-11	Dec. 1	7:30 a.m.	C.N.R.	Fredericton, Smyth St.; Centreville Sub., Mileage 70-3, N.B.		4	Unprotected	Auto
42,701	27,401-107	Dec. 24	7:30 a.m.	C.P.R.	Minto Sub., Mileage 34-80, N.B.	1		Unprotected	Auto truck
42,469	26,782-06	Dec. 2	1:04 a.m.	C.N.R.	Cantic Station, 1st crossing north; Rouss Point Sub., Mileage 42-04, Que.		2	Unprotected	Auto
42,587	26,782-06	Dec. 13	1:45 a.m.	C.N.R.	LaPrairie, St. Johns Road; Massena Sub., Mileage 13-08, Que.		1	Unprotected	Auto truck
42,602	26,782-272	Dec. 13	1:45 p.m.	C.N.R.	St. Paul L'Ermite Station, 1st crossing east; L'Assomption Sub., Mileage 20-35, Que.		1	Unprotected	Auto
O.D.X.		Dec. 20	8:02 p.m.	C.N.R.					
85,584	9,437-21	Dec. 30	4:40 p.m.	C.N.R.	Richmond, Main St.; Danville Sub., Mileage 87-15, Que.		3	Unprotected	Auto
42,619	25,306-2-1	Dec. 13	9:40 p.m.	C.P.R.	Montreal Terminal, St. Patrick St.; La Salle Loop Line Sub., Mileage 4-31, Que.	1	2	Unprotected	Auto
42,588	9,437-13	Dec. 8	2:00 a.m.	C.P.R.	Hull St. Redempteur St.; M. & O. Sub., Mileage 88-27, Que.		6	Unprotected	Auto
42,589	12,072-40	Dec. 5	10:29 a.m.	M. & S. C.	MacKayville, 1st crossing west; Interurban Sub., Mileage 5, Que.	1	1	Bell & wigwag	Auto
42,611	26,765-11	Dec. 20	4:06 p.m.	C.N.R.	Grimsby, about 1 mile east; Cemetery Road Crossing; Grimsby Sub., Mileage 26-79, Ont.		1	Bell	Auto
42,565	9,437-178	Dec. 18	9:58 a.m.	C.N.R.	Port Credit, Hurontario St.; Oakville Sub., Mileage 12-8, Ont.		1	Bell & wigwag	Auto truck
42,681	2,735	Dec. 20	11:30 p.m.	C.N.R.	Peterboro, Reid St.; Campbellford Sub., Mileage 63-91, Ont.		2	Bell & wigwag	Auto
42,614	9,437-608	Dec. 27	11:50 p.m.	C.N.R.	Hamilton, Main St. and Ferguson Ave.; Hagersville Sub., Mileage 0-93, Ont.		2	Watchman	Auto bus
42,493	3,581-35	Dec. 1	2:10 a.m.	C.N.R.	Woodlawn, west of West Switch; Beachburg Sub., Mileage 28, Ont.		3	Unprotected	Auto
42,575	26,711-863	Dec. 10	8:40 a.m.	C.N.R.	Tillsonburg Junction, 1st crossing west; Cayuga Sub., Mileage 96-20, Ont.		1	Unprotected	Auto
42,534	26,711-713	Dec. 7	6:03 p.m.	C.N.R.	Dundas Sub., Mileage 15-80, Ont.		4	Unprotected	Auto
42,629	26,765-113	Dec. 6	8:13 a.m.	C.N.R.	Palmerston, James St.; Newton Sub., Mileage 56-5, Ont.		1	Unprotected	Auto
42,718	9,437-88	Dec. 11	8:03 p.m.	C.N.R.	Port Colbourne, Welland St.; Dunnville Sub., Mileage 18-93, Ont.		2	Unprotected	Auto
42,671	26,711-564	Dec. 11	9:20 a.m.	C.N.R.	Lindsay, Colbourne St.; Haliburton Sub., Mileage 96, Ont.		1	Unprotected	Auto
42,691	26,711-803	Dec. 12	4:10 p.m.	C.N.R.	Beaverton East, west of Midland Sub., Mileage 25-05, Ont.	1	1	Unprotected	Auto
42,717	26,711-866	Dec. 11	7:20 p.m.	C.N.R.	Hamilton Beach Road; Grimsby Sub., Ont.		2	Unprotected	Auto
42,630	26,765-60	Dec. 21	1:23 p.m.	C.N.R.	St. Jacobs, 2nd crossing south; Waterloo Sub., Mileage 5-82, Ont.		4	Unprotected	Auto
42,631	9,437-996	Dec. 24	7:23 p.m.	C.N.R.	Mount Forest, Queen St.; Durham Sub., Mileage 10-69, Ont.	2	1	Unprotected	Auto
42,647	9,437-552	Dec. 24	7:23 p.m.	C.N.R.	London East, Egerton St.; Thorncliffe Sub., Mileage 31-03, Ont.		1	Unprotected	Auto
42,767	26,711-894	Dec. 26	10:00 p.m.	C.N.R.	Brantford, Chatham St.; Burford Sub., Mileage 0-62, Ont.		1	Unprotected	Auto
42,577	9,437-942	Dec. 17	9:15 a.m.	C.P.R.	Toronto Terminals, Strachan Ave., Ont.		1	Gates	Pedestrian
42,617	6,868	Dec. 23	11:15 a.m.	C.P.R.	Renfrew, Raglan St.; Chalk River Sub., Mileage 59-08, Ont.		2	Bell & wigwag	Auto
42,684	26,765	Dec. 17	9:30 p.m.	C.P.R.	Kingston Yard, Cataraqui St., Ont.		1	Unprotected	Auto taxi
42,670	26,727-544	Dec. 15	1:30 p.m.	C.P.R.	Belleville Falls, Mileage 2-8, Ont.		1	Unprotected	Auto
42,682	9,437-845	Dec. 22	12:32 p.m.	C.P.R.	Sturgeon Falls, King St.; Cartier Sub., Mileage 23-4, Ont.	1		Unprotected	Auto
42,677	26,737-352	Dec. 31	10:07 a.m.	C.P.R.	Brown's Corner, Peterboro Sub., Mileage 85-9, Ont.	1	1	Unprotected	Auto truck
42,709	9,437-148	Dec. 29	1:30 a.m.	C.P.R.	Windsor Sub., Mileage 0-12, Ont.	1		Unprotected	Auto
O.D.X.		Dec. 22	4:45 p.m.	G.R.R.	Galt, Hespeler Road; Waterloo Sub., Ont.		4	Bell & wigwag	Auto
85,512	29,690-14	Dec. 22	9:59 p.m.	M.C.R.	Charing Cross Station, west of; Main Line Sub., Mileage 171-80, Ont.	1	2	Bell & wigwag	Auto truck
42,509	9,437-137	Dec. 10	6:05 p.m.	M.C.R.	Hagersville, Mud St.; 12th Concession Road., Ont.			Unprotected	Auto truck
42,595	26,842-191	Dec. 20							
O.D.X.		Dec. 23	12:40 p.m.	N. St. C. & T.	St. Catharines, Larchester Ave.; Falls Sub., Ont.		1	Unprotected	Auto
85,513	27,231-5	Dec. 23							
O.D.X.		Dec. 21	4:30 p.m.	N. St. C. & T.	Merriton, Turner St.; Falls Sub., Ont.		1	Unprotected	Tractor
85,510	27,231-25	Dec. 14	12:55 p.m.	T.H. & B.	Hamilton, King St., Belt Line, Ont.		4	Bell & wigwag	Auto
42,610	27,802-15	Dec. 14							

42,766	27,355-2	Dec. 31	23-48 k.	C.P.R.	Winnipeg Terminals, Logan Ave., Man.	Unprotected	1	Auto taxi
42,561	27,355-164	Dec. 1	2-15 a.m.	C.P.R.	Basswood, 1st crossing east; Bredenbury Sub., Mileage 9-5, Man.	Unprotected	3	Auto
42,676	27,467-216	Dec. 21	14-05 k.	C.N.R.	Preeseville Sub., Mileage 80-32; Municipal Road, Sask.	Unprotected	1	Auto truck
42,621	26,807-134	Dec. 21	23-32 k.	C.P.R.	Pense Station, west of; Indian Head Sub., Mileage 109-3, Sask.	Unprotected	2	Auto truck
O.D.X.								
85,499	28,786-152	Dec. 21	9-35 k.	C.N.R.	Edmonton, 106th Ave. and 121st St., Alta.	Unprotected	1	Auto truck
O.D.X.								
85,541	28,786-153	Dec. 27	22-45 k.	C.N.R.	Edmonton, 104th Ave. and 104½ St. Alta.	Unprotected	1	Auto
42,653	27,811-189	Dec. 5	20-35 k.	C.P.R.	Turin Sub., Mileage 2-97, Alta.	Unprotected	2	Auto
42,604	33,014-9	Dec. 28	17-15 k.	N.A.R.	Grande Prairie, Main St.; 2nd crossing west of Station, Alta.	Unprotected	1	Auto
42,716	30,302-63	Dec. 12	17-15 k.	C.N.R.	Yale Sub., Mileage 10-12; Lulu Island Branch, B.C.	Unprotected	4	Auto
42,563	27,073-147	Dec. 6	17-40 k.	C.P.R.	Kimberley Sub., Mileage 17-8, B.C.	Unprotected	1	Auto
42,563	27,073-147	Dec. 13	20-00 k.	C.P.R.	Harrison Mills; Cascade Sub., Mileage 66-4, B.C.	Unprotected	1	Auto truck
42,600	1,136-77	Dec. 8	23-30 k.	C.P.R.	Nelson Sub., Mileage 22-2, B.C.	Unprotected	1	Pedestrian
O.D.X.								
85,335	14,537-20	Dec. 7	20-20 k.	B.C.E.	Vancouver, 12th Ave. and Arbutus St., B.C.	Bell & wigwag	1	Auto truck
42,724	4,472-7	Dec. 19	6-50 a.m.	B.C.E.	Vancouver, Broadway and District II; Arbutus St., B.C.	Unprotected	1	Auto
42,737	43,611-1	Dec. 18	8-36 a.m.	B.C.E.	New Westminster, Oak St., B.C.	Unprotected	2	Auto
O.D.X.								
85,507	6,052-22	Dec. 21	8-45 k.	E. & N.	Port Alberni, Third Ave.; Port Alberni Sub., Mileage 38-2, B.C.	Unprotected	1	Auto
42,723	26,732-8	Dec. 20	15-35 k.	E. & N.	Victoria Sub., Mileage 77-3, B.C.	Unprotected	1	Auto truck
					Total Accidents.....382		617	
					Totals.....		131	







STATEMENT NO. 19.—NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE FOR  
FOR THE YEAR ENDED DECEMBER 31, 1945

Railway	Cars Inspected	Cars Defective
Canadian National.....	23,240	1,409
Canadian Pacific.....	18,621	1,054
Algoma Central and Hudson Bay.....	75	1
Essex Terminal.....	10	5
Michigan Central.....	405	11
New York Central.....	55	6
Northern Alberta.....	150	7
North Star Oil Company.....	25	—
Pere Marquette.....	75	4
Toronto, Hamilton and Buffalo.....	475	39
Totals.....	43,131	2,536

STATEMENT NO. 20—DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS  
REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED  
DECEMBER 31, 1945*Coupler and Parts* including:

- Broken or worn coupler.
- Guard arm short.
- Knuckle broken, worn or missing.
- Knuckle pin broken, worn, bent, or missing.
- Lock block broken, worn, bent, missing or inoperative. (Defects 76)

*Height of Couplers* including:

- Coupler too high.
- Coupler too low.
- Coupler tie straps loose or missing.
- Carrier irons worn, loose or broken.
- Carrier nuts and bolts broken or missing. (Defects 511)

*Truck and Spring Defects* including:

- Body or truck frictions broken, loose or missing.
- Centre castings worn, broken or loose.
- Truck springs broken or missing. (Defects 462)

*Uncoupling Mechanism* including:

- Uncoupling levers broken, bent or loose.
- Uncoupling lever incorrectly applied.
- Uncoupling links broken, loose or missing.
- Uncoupling link kinked and not operative.
- Uncoupling lever brackets broken, bent or loose.
- Uncoupling levers non standard. (Defects 130)

*Handholds* including:

- Handholds broken, bent, loose or missing.
- Handholds incorrectly applied. (Defects 137)

*Sill Steps* including:

- Sill steps broken, bent, loose or missing.
- Sill steps incorrectly applied. (Defects 81)

*Ladders* including:

- Ladders bent, loose or missing.
- Ladders incorrectly applied.
- Ladder round broken, bent, loose or missing. (Defects 80)

*Running Boards* including:

- Running boards broken, loose or missing.
- Running boards incorrectly applied.
- Running boards with non standard end clearance.
- Broken or loose end or side fascia boards.
- Holes in decking of flat and open-top cars. (Defects 427)

*Handbrakes* including:

- Defective brakemast, pawls, dogs, ratchet wheels, brake chains and rods, brake pulley wheels, brake wheels or levers.
- Non standard clearance brakemast wheels, including load fouling brakemast wheel. (Defects 389)

*Air Brakes* including:

- Cylinders and triple valve not cleaned within A.R.A. limit of cleaning.
- Cylinder and triple valve not stencilled with date of cleaning.
- Brakes cut out. (Defects 284)

STATEMENT NO. 20—DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS  
REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED  
DECEMBER 31, 1945—Contc.

*All Air Brake Defects* including:

- Triple valve defective.
- Reservoir defective.
- Cylinder defective.
- Cut-out cock defective.
- Release cock defective.
- Release rod defective.
- Angle cock defective.
- Train pipe defective or loose.
- Train pipe clamps missing.
- Hose defective.
- Hose gasket defective.
- Retaining valve defective or missing.
- Retaining pipe defective or missing.

(Defects 176)

*Side Doors, Etc.* including:

- Side doors loose and protruding from side of cars.
- Miscellaneous.

(Defects 112)

Total Defects..... 2,865

STATEMENT NO. 21.—NUMBER OF LOCOMOTIVES INSPECTED, AND NUMBER OF DEFECTS ON  
RAILWAYS FOR THE YEAR ENDED DECEMBER 31, 1945

Classification	Total Defects
Air compressors.....	2
Ashpans or mechanism.....	4
Blow-off cocks.....	6
Boiler checks.....	1
Boiler shell.....	1
Brake equipment.....	8
Cab aprons or decks.....	5
Cab cards.....	21
Coupling of uncoupling devices.....	10
Domes or dome caps.....	3
Draft gear.....	34
Driving boxes, shoes, wedges or pedestals.....	5
Fire box sheets.....	4
Frames, tail pieces or braces, locomotives.....	5
Frames, tender.....	3
Gauges or gauge fittings, air.....	5
Gauges, steam.....	26
Gauge cocks.....	11
Grate shakers and fire doors.....	8
Handholds.....	19
Injectors and connections.....	19
Inspections or tests not made as required.....	6
Lateral motion.....	10
Lights, cab or classification.....	2
Mudrings.....	2
Packing nuts.....	1
Packing, piston rod and valve stem.....	2
Pilot or pilot beams.....	10
Plugs or studs.....	1
Sanders.....	12
Springs or spring rigging.....	23
Squirt hose.....	1
Staybolts.....	11
Steam pipes.....	2
Steam valve.....	4
Steps.....	22
Tender.....	10
Throttle or dry pipes.....	10
Trucks, engine.....	10
Trucks, tender.....	14
Washout plugs.....	9
Water glass, fittings or shields.....	36
Wheels.....	74
Miscellaneous.....	5
Fire protective appliances.....	154
Total defects.....	631

	Locomotives Inspected
Canadian National Railways.....	3,534
Canadian Pacific Railways.....	2,474
Miscellaneous Railways.....	611
Total.....	6,619

## REPORT OF THE COMMISSIONERS

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	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algoma Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
<b>Fires of Railway Origin—</b>										
<i>Number by causes</i>										
Locomotive, Class A fires.....	17	246	10	8	10	5	4	.....	.....	300
Locomotive, Class B fires.....	54	104	11	37	33	8	11	.....	.....	259
Locomotive, Class C fires.....	11	23	1	4	6	6	13	.....	1	64
Employees, Class A fires.....	4	1	1	2	.....	.....	.....	.....	.....	9
Employees, Class B fires.....	6	2	.....	10	13	.....	.....	.....	.....	32
Employees, Class C fires.....	1	1	.....	1	2	1	.....	.....	1	7
Total, Class A fires.....	21	247	11	10	10	6	4	.....	.....	309
Total, Class B fires.....	60	106	11	47	46	8	11	.....	.....	291
Total, Class C fires.....	12	24	2	5	8	7	13	.....	2	71
Total, all railway fires.....	93	377	24	62	64	21	28	.....	2	671
<b>Areas burned (acres) :—</b>										
Young forest growth.....	306	2,419	1	417	2,609	365	10	.....	7	6,134
Merchantable timber.....	17	6,455	.....	74	1,100	38	.....	.....	.....	7,684
Slashing or old burn.....	61	2,481	.....	99	17	200	1,643	.....	8	4,510
Other classes of land.....	291	1,690	63	66	129	680	6	.....	.....	2,925
Total.....	675	13,045	65	656	3,855	1,283	1,659	.....	15	21,253
<b>Value of property destroyed—</b>										
Young forest growth.....	\$ 546	\$ 2,034	\$ 10	\$ 49	\$ 734	\$ 60	\$ 15	\$.....	\$ 57	\$ 3,505
Standing timber.....	207	19,347	.....	129	5,802	148	.....	.....	.....	26,633
Forest products.....	.....	.....	.....	23	.....	.....	.....	.....	.....	23
Other property.....	108	30,342	.....	121	234	785	39	.....	.....	31,629
Total.....	\$ 861	\$ 51,723	\$ 10	\$ 322	\$ 6,770	\$ 983	\$ 54	\$.....	\$ 57	\$ 60,790
<b>Known Causes other than Railway—</b>										
<i>Number by causes</i>										
Campers and Travellers, Class A fires.....	5	10	.....	.....	.....	.....	.....	.....	.....	17
Campers and Travellers, Class B fires.....	10	6	2	4	1	.....	.....	.....	.....	21
Campers and Travellers, Class C fires.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Settlers, Class A fires.....	.....	.....	.....	1	.....	.....	2	.....	.....	3
Settlers, Class B fires.....	1	.....	1	1	.....	.....	.....	.....	.....	3
Settlers, Class C fires.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Other known causes, Class A fires.....	.....	2	1	.....	.....	.....	1	.....	.....	4
Other known causes, Class B fires.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Other known causes, Class C fires.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total, Class A.....	5	12	3	1	.....	.....	3	.....	.....	24
Total, Class B.....	11	6	2	6	1	.....	.....	.....	.....	26
Total, Class C.....	1	.....	.....	1	.....	.....	1	.....	.....	4
Total.....	17	18	5	8	2	.....	4	.....	.....	54

STATEMENT NO. 22.—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1945—Contc.

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscella- neous Railways (c)	Totals
<i>Areas burned (acres) :—</i>										
Young forest growth.....	8	3		83	2					96
Merchantable timber.....	5	1		85	13					99
Slashing or old burn.....	27	5	5	2	11		150			155
Other classes of land.....										50
Total.....	40	9	5	170	26		150			400
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 1	\$ 2	\$	\$ 76	\$ 11	\$	\$	\$	\$	\$ 90
Standing timber.....				50	63					113
Forest products.....	4			20			11			35
Other property.....										
Total.....	\$ 5	\$ 2	\$	\$ 146	\$ 74	\$	\$ 11	\$	\$	\$ 238
<i>Fires of Unknown Origin—</i>										
Number—										
Class A.....	1	3	1		4	1	3	1		14
Class B.....	4			4	6		4			18
Class C.....	2	1		2	1					6
Total.....	7	4	1	6	11	1	7	1		38
<i>Areas burned (acres) :—</i>										
Young forest growth.....										
Merchantable timber.....	6	5		18	20					49
Slashing or old burn.....				7	1					8
Other classes of land.....	32	20		25	13		5			25
Total.....	38	25		55	34		5			157
<i>Value of property destroyed—</i>										
Young forest growth.....	\$ 50	\$	\$	\$ 271	\$	\$	\$	\$	\$	\$ 321
Standing timber.....				100	8					108
Forest products.....										
Other property.....					8					15
Total.....	\$ 50	\$	\$	\$ 371	\$ 16	\$ 7	\$	\$	\$	\$ 444

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimalt and Nanaimo Railway.

(c) Includes the following lines: Cumberland Railway and Coal Company; Maine Central.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.



STATEMENT NO. 23—SUMMARY OF FIRES OF RAILWAY ORIGIN IN FOREST SECTIONS, CLASSIFIED BY CAUSES, SEASON OF 1945

Cause of Fire	Number of Fires			Forest Land Burned				Per cent	Non-forest land burned		Damage to Forest Products	Damage to Other Property	Area Acres		Grand Totals		Per cent
	Class			Total	Per cent	Acres	Per cent		Acres	Per cent			Per cent	Per cent			
	A	B	C														
Locomotive.....	300	259	64	623	92.85	13,756	99.55	29,076	99.79	7,244	97.45	\$ 23	\$ 31,373	21,000	98.81	\$ 60,472	99.48
Employee.....	9	32	7	48	7.15	62	.45	62	.21	191	2.57	.....	256	253	1.19	318	.52
Total.....	309	291	71	671	100.00	13,818	100.00	29,138	100.00	7,435	100.00	23	31,629	21,253	100.00	60,790	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT NO. 24—SUMMARY OF REPORTS OF FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1945; SHOWING BY PROVINCES, THE NUMBER OF FIRES, AREAS BURNED AND VALUE OF PROPERTY DESTROYED, BY CLASSIFIED CAUSES.

Province	Forested Mileage	Per cent for Fires	Fires of Railway Origin				Known Causes other than Railway						Fires of Unknown Origin							
			Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	No. of Fires	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	No. of Fires	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	
Nova Scotia.....	934	6.73	14	2.09	.54	\$ 377	.62	3	5.56	5	1.25	\$								
New Brunswick.....	1,113	8.01	25	3.73	.34	165	.27	2	3.70					4	10.52	13	8.28			
Quebec.....	1,854	13.35	23	3.43	.26	343	.57	6	11.12	10	2.50			4	10.52	32	20.38	400		90.09
Ontario.....	4,544	32.71	176	26.23	15.38	1,947	3.20	19	35.19	200	50.00	151	63.45	10	26.23	78	49.68	36		8.10
Manitoba.....	618	4.45	6	.89	.72	136	.23							2	5.27	26	16.56			
Saskatchewan.....	385	2.77	2	.30	.34	154	.25													
Alberta.....	1,195	8.60	37	5.51	.56	55	.09	4	7.40	150	37.50	11	4.62	8	21.05	6	3.82	8		1.80
British Columbia.....	3,189	22.96	388	57.82	74.69	57,613	99.77	20	37.03	35	8.75	76	31.93	10	26.32	2	1.28			
Yukon Territory.....	58	.42																		
Total.....	13,890	100.00	671	100.00	100.00	60,790	100.00	54	100.00	400	100.00	238	100.00	38	100.00	157	100.00	444		100.00

Respectfully submitted,

C. C. STIBBARD

*Director of Operation.*

## APPENDIX "F"

STATEMENT SHOWING THE TOTAL NUMBER OF APPLICATIONS MADE TO THE BOARD UNDER THE VARIOUS SECTIONS OF THE RAILWAY ACT, ALSO COMPLAINTS AND REPORTS FILED, FOR THE YEAR ENDED DECEMBER 31, 1945

Sections of the Railway Act	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Sec. 34.....	1	1		2	1			2	1		1		9
Jurisdiction of the Board as to Agreements, Sec. 35.....						1							1
Extension of time, Sec. 41.....			2			1							3
Appeals to the S.C. & G.-in-C., Sec. 52.....											1		1
Traffic Agreement, Sec. 154.....											2		2
Steam Pipes, Sec. 162.....		1											1
Railway as constructed, Sec. 175.....					1								1
Deviations, changes, Removals, Secs. 165A, 178.....	3								1				4
Removal of Stations, Sec. 179.....		2			1		1	1					4
Branch Line, Secs. 180, 187.....	2		8	4	9	15	6	11	2	5			67
Removal of Industrial Spurs, Secs. 187, 398.....	1	1	1			1	1						6
Station Buildings, Sec. 188.....	7	2	2	5	4	4	4		4	3	1		42
Station Agents, Sec. 188.....		1	5	3	1			6		2	3		27
Station Accommodation, Sec. 188.....			1			1	1					1	4
Expropriation, Secs. 198, 192.....								1					1
Leave to take additional lands, Sec. 200.....			1										1
Operation of trains over sidings, Sec. 193.....													1
Viaducts, Secs. 249, 251.....				1			1				4		6
Stations, Freight Sheds destroyed by fire.....									2	2		1	7
Subways, Secs. 249, 251.....	2		1		1		1						5
Bridges, Secs. 249, 251.....	6		2	2			4			2			20
Clearances, Secs. 250, 251.....	7	3	1	8	10	6	5	4	3	3	7	5	62
Interlocking Appliances, Secs. 252, 254.....	5	2	7	9	3	3	3	7	4	2	3	1	49
Railway Junctions and Crossings, Secs. 252, 254.....	1	2	6	2	1	5	3	6	1	3	2		33
Highway Crossings, Sec. 256.....					13	7	14					2	2
Protection at Crossings, Sec. 257.....	2	5	13	5	18	10	20	13	9	18	5	6	102
Railway Grade Crossing Fund, Sec. 262.....	9	7		9			1	10	7	6		16	131
Ditches, Drains, Sec. 268.....					1				1				1
Culverts, Sec. 269.....			2	3	1								7
Water Pipes, Sec. 269.....			2										2
Farm and Private Crossings, Secs. 272, 273.....													1
Cattle pass and Cattle guards, Sec. 274.....		2	3	2	4	2	1		1	1	1		16
Opening of Railways, Secs. 276, 277.....										2			3
Sec. 285, Accident Reports, investigations submitted.....				1				1					2
Accident Reports, Sec. 286.....	54	55	88	53	52	63	43	40	43	61	55	61	668
Operation equipment, Sec. 287.....	(216	192	171	197	158	175	247	213	224	227	260	233	2,513)
Rolling Stock, Secs. 298, 301.....	2									1			2
Adjustment in rates.....					2	1	1	2			1	1	7



## APPENDIX "G"

## GENERAL ORDER No. 670

*In the matter of the application of The Railway Association of Canada for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight which were approved by General Order No. 598, dated October 11, 1940, as amended:*

File No. 1717

SATURDAY, the 3rd day of March, A.D. 1945.

J. A. CROSS, K.C., *Chief Commissioner*  
 HUGH WARDROPE, *Asst. Chief Commissioner*.  
 J. A. STONEMAN, *Commissioner*.  
 G. A. STONE, *Commissioner*.  
 F. M. MACPHERSON, *Commissioner*.

Upon reading the submissions filed; and upon the report and recommendation of the Director of Operation of the Board—

*It is Ordered:*

1. That the following General Orders of the Board made herein be, and they are hereby, rescinded:—

General Order No.	601,	dated February 27, 1941
"	"	613, dated January 19, 1942
"	"	615, dated February 20, 1942
"	"	621, dated April 11, 1942
"	"	624, dated July 7, 1942
"	"	630, dated October 14, 1942
"	"	633, dated November 23, 1942
"	"	645, dated May 28, 1943
"	"	646, dated May 28, 1943
"	"	651, dated August 26, 1943
"	"	653, dated October 7, 1943
"	"	654, dated November 3, 1943
"	"	665, dated October 17, 1944.

2. That the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended in accordance with amendments in Supplement No. 2 thereof, marked "A," on file with the Board under file No. 1717, Part 12, and certified by the Secretary of the Board.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER NO. 671

*In the matter of the application of The Express Traffic Association of Canada for the permission to ship by express samples of cordite (only) from Winnipeg, Manitoba, to Quebec and Valcartier, Quebec.*



File No. 1717.12.3

WEDNESDAY, the 18th day of April, A.D. 1945

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

*It is ordered:* that the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., be, and they are hereby, amended by adding to paragraph numbered 26 7/8, page 8, of the said Regulations, as amended by General Orders Nos. 631, 637, 642, 660 and 668, dated respectively October 30, 1942, January 13, 1943, February 19, 1943, March 10, 1944, and November 29, 1944, the following:—

“That, during the present emergency and until further Order of the Board, samples of smokeless powder for cannon (nitro-cellulose colloid single base and nitro-cellulose and nitro-glycerine double base powder), for testing purposes only, may be shipped by express from Winnipeg, Manitoba, to Quebec and Valcartier, Quebec, when packed and shipped under the following conditions:

- “(1) Each twenty (20) pound sample of powder to be wrapped in waxed liner paper, and steel service containers to be lined inside with wax paper.
- “(2) Each shipment to consist of three (3) steel service containers,—two containers to contain two (2) twenty (20) pound samples of powder and one container to contain one (1) twenty (20) pound sample of powder.
- “(3) Not more than 100 pounds of explosive to be shipped on any one train.
- “(4) No shipments shall be made in express cars which are equipped with stoves, baker heaters or similar equipment when containing fire, and fire must not be lighted in such equipment when explosives are being transported in such cars.”

J. A. CROSS,

*Chief Commissioner.*

## GENERAL ORDER NO. 672

*In the matter of the General Order of the Board No. 671, dated April 18, 1945, amending the Regulations for the Transportation by Express of Acids, Inflammables, Oxidizing Substances, Samples of Explosives, etc., by permitting the shipment of samples of cordite (only) from Winnipeg, Manitoba, to Quebec and Valcartier, Quebec.*

File No. 1717.12.3

SATURDAY, the 2nd day of June, A.D. 1945.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon reading the submissions filed on behalf of the Express Traffic Association of Canada; and upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said General Order No. 671, dated April 18, 1945, be, and it is hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 673

*In the matter of the application of The Express Traffic Association of Canada on behalf of the express companies subject to the jurisdiction of the Board, for approval of proposed Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc., and Specifications for shipping Containers, under Sections 349 and 350 of the Railway Act.*

File No. 1717.12

TUESDAY, the 23rd day of October, A.D. 1945.

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:*

1. That the proposed Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc., and Specifications for Shipping Containers, to be observed by express companies subject to the jurisdiction of the Board, on file with the Board under file No. 1717.12, marked "B" and certified by the Secretary of the Board, be, and they are hereby, approved.

2. That the following Orders be and they are hereby rescinded, namely:—  
General Orders Nos. 296, 625, 626, 629, 631, 634, 635, 636, 637, 642, 647, 649,  
650, 659, 660, 668, 672,;  
and Orders Nos. 31005, 31749, 34963, 36976, 37087, 37487, 39974, 40842, 42746,  
43156, 43261, 43663, 46478, 47286, 47598, 48202, 49315, 50229,  
50917, 52826, 53325, 53724, 54633, 59162, 60547, 60913, 60914.

A. SYLVESTRE,  
*Deputy Chief Commissioner.*

## GENERAL ORDER No. 674

*In the matter of the application of the Great Northern Railway Company, hereinafter called the "Applicant Company", under Section 348 of the Railway Act, for an Order approving the conditions limiting liability to be printed on its passes.*

File No. 496.43

TUESDAY, the 20th day of November, A.D. 1945.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*

Upon reading the submissions of the Applicant Company:—  
*It is ordered:*

1. That the terms and conditions on passes of the Applicant Company, which are marked "A" and are on file with the Board under file No. 496.43, be, and they are hereby, approved for use on railway lines in Canada operated by the Applicant Company and on trains of the said Company operated over the railway of the Midland Railway Company of Manitoba.

2. That General Order No. 640 be, and it is hereby, amended by striking out the words, "Great Northern Railway Company" in paragraph numbered 1 thereof.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 675

*In the matter of the specifications for highway crossing signals of the wigwag type.*

File No. 27214.20

THURSDAY, the 29th day of November, A.D. 1945.

J. A. CROSS, K. C., *Chief Commissioner.*HUGH WARDROPE, *Assistant Chief Commissioner.*A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers vested in it under Sections 256, 257, and 287 of the Railway Act, and of all other powers possessed by the Board in this behalf and upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered that, until further notice, the specifications for signals of the wigwag type at highway crossings are and shall be as follows:—*

1. *Mounting.*

(a) The assembly and painting of apparatus shall conform to the Board's drawing entitled "Highway Grade Crossing Signals of Wigwag Type," dated August 10, 1945.

(b) The "Railway Crossing" sign and signal shall be mounted on the same post.

(c) A signal shall be placed on each side of the track.

## 2. *Operating time.*

Automatic signal devices used to indicate the approach of trains shall so indicate for not less than twenty seconds before the arrival of the fastest train operated over the crossing.

## 3. *Circuits.*

Circuits for automatic operation of wigwag signals shall be so arranged that signals will operate until rear of train reaches or clears the crossing.

## 4. *Lights.*

Signal lights shall shine in both directions along the highway.

## 5. *Lenses or Roundels.*

Lenses or roundels shall be five inches diameter and shall be in accordance with A.A.R. Signal Section Specification No. 69.

## 6. *Range and Spread.*

The signal light, when the disc is suspended vertically, shall have a range, at night, of fifteen hundred feet through a total angle of not less than 30 degrees when a 10-watt lamp rated at 1,000 hours is burned at rated voltage.

## 7. *Cycles.*

Movement from one extreme to the other and back constitutes a cycle. The number of cycles per minute shall be 30 minimum, 45 maximum.

## 8. *Bell.*

Bell shall be used when specified and shall be in accordance with A.A.R. Signal Section Specification No. 44.

9. Every highway crossing signal upon the line of any railway company subject to the legislative authority of the Parliament of Canada, installed for the purpose of protection, shall be efficiently maintained by the railway company upon whose line the protection is installed, and shall be inspected at frequent intervals, but the interval between such inspections shall not exceed a period of forty-eight hours, and the method of test shall be such as will indicate whether or not the signal is in good working order. If the highway crossing signal fails to operate, or operates continuously, a flagman shall be placed at such crossing at once, whose duty it shall be properly to protect the same until such highway crossing signal is repaired. Notice of such non-repair shall be given at once to the station agent nearest to such highway crossing signal, whose duty it shall be to report the matter at once to the department having charge of the operation and repair of such highway crossing signals.

10. That in any case where the Board orders a highway crossing signal to be installed, a plan showing the layout must be filed for the approval of an Engineer of the Board.

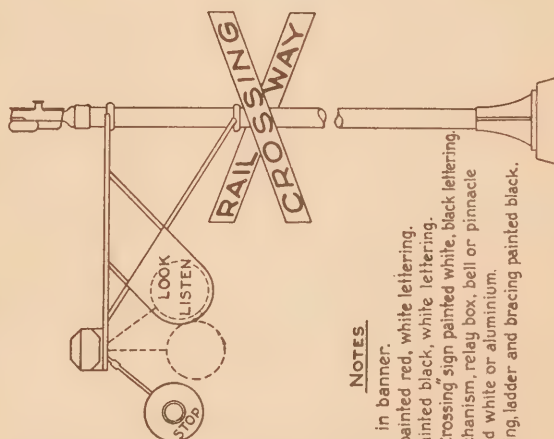
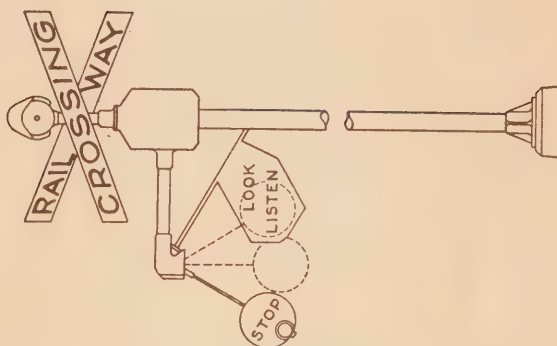
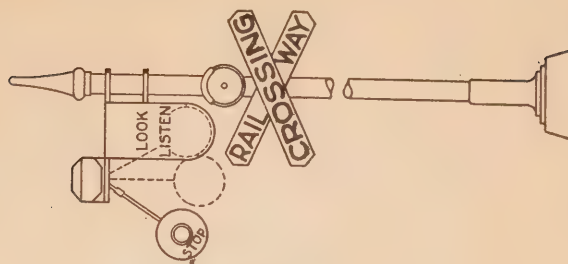
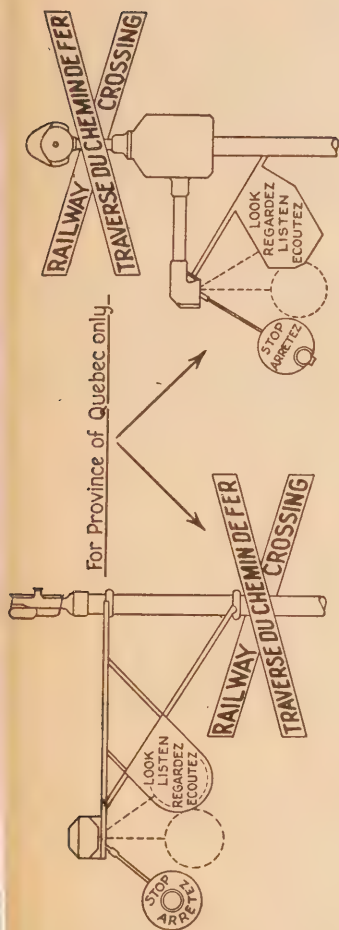
11. That failure to place a watchman as required by these regulations will subject the defaulter to a fine of \$50, payment of which may be ordered by the Board upon proof of the offence.

12. That General Orders Nos. 468, 521 and 553, dated respectively March 12, 1929, November 2, 1933, and March 26, 1936, made herein, be, and they are hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*



HIGHWAY GRADE CROSSING SIGNAL  
OF  
WIGWAG TYPE  
August 10, 1945.



NOTES

- Red lens in banner.
- Banner painted red, white lettering.
- Shield painted black, white lettering.
- "Railway Crossing" sign painted white, black lettering.
- Mast, mechanism, relay box, bell or pinnacle painted white or aluminium.
- Base casting, ladder and bracing painted black.

## GENERAL ORDER No. 676

*In the matter of the specifications for automatic gates at highway crossings.*

File No. 27214.20

THURSDAY, the 29th day of November, A.D. 1945.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

In pursuance of the powers vested in it under Sections 256, 257 and 287 of the Railway Act, and of all other powers possessed by the Board in this behalf and upon the report and recommendation of the Chief Engineer of the Board—

*It is ordered that, until further notice, when automatic gates are installed at highway crossings as adjuncts to signals of the flashing light type, the following specifications shall apply in addition to the specifications set out in General Order No. 607, dated September 29, 1941:*

1. The assembly of apparatus shall conform to the Board's drawing entitled "Automatic Gates at Highway Crossings," dated June 7, 1945.

2. Automatic gates when indicating the approach of a train shall present toward the highway the appearance of a horizontal arm extending over the travelled roadway a sufficient distance to cover the lane or lanes used by traffic approaching the crossing.

3. The automatic gate arms when not indicating the approach of a train shall not obstruct or interfere with highway traffic.

4. The automatic gate arms shall be mounted on posts or housings containing the gate arm operating mechanisms.

5. The design of the gate operating mechanism shall, as far as practicable, be such as to insure proper operation during unfavourable weather conditions, and, if out of order, the gate arms shall assume the horizontal position across the roadway.

6. The mechanism shall be so designed that if the arms, while being raised or lowered, strike or foul an object, they will readily stop and, on removal of the obstruction, shall assume the position corresponding with the control apparatus.

7. Circuits for operation of the automatic gates shall be so arranged that gates will start to assume the horizontal position between 3 and 5 seconds after the warning signals start to operate. Gates shall reach full horizontal position before the arrival of the fastest train operated over the crossing and shall remain down until the rear of the train has cleared the crossing.

8. Each gate arm shall have three red lights shining in both directions along the highway. The light nearest the tip of each arm shall burn steadily from the time a train enters the controlling track circuit until the gate arm has again reached approximately the clear or vertical position. The other two lights shall flash alternately during the same period. The tip light shall be located not less than 14 inches or more than 36 inches from the tip of the arm. The other two lights shall be so placed with relation to the tip light and each other that no vehicle within the travelled highway lane or lanes approaching the crossing can obscure all three lights from the vision of drivers of following vehicles.

9. The bottom of gate arms, when in the horizontal position, shall be not less than 3, nor more than 4 feet above the crown of the roadway.

10. The gate arms shall be painted on both sides with alternate diagonal stripes of white and black.

11. The automatic highway crossing signals shall operate in accordance with Board's General Order No. 607, and independently of the gates.

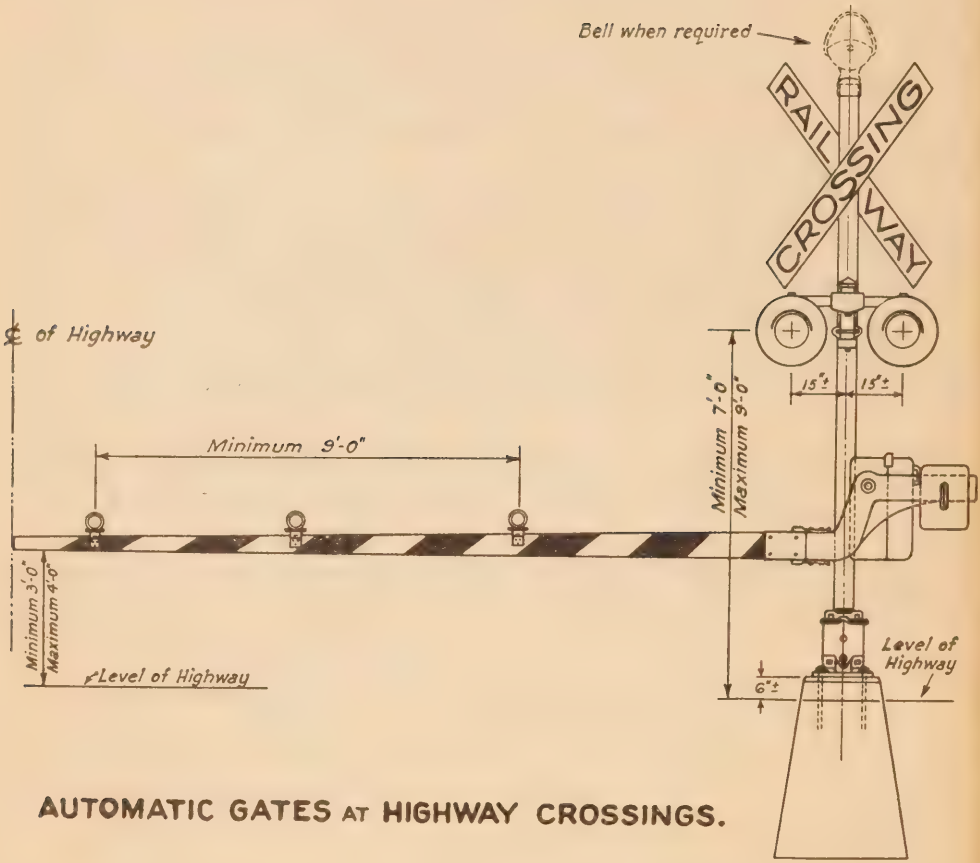
12. Details of the signals, gates, operating mechanisms, and control circuits shall be in accordance with A.A.R. recommended practice.

13. The gate arms shall operate uniformly, smoothly, and complete all movements without rebound or slap, and be securely held when in the raised position.

14. Each individual gate post shall be provided with independent operating mechanism, and housing to be of sufficient size to allow ready inspection, adjustment and repairs.

15. The highway traffic lanes in the vicinity of the crossing shall be distinctly marked.

J. A. CROSS,  
*Chief Commissioner.*



**AUTOMATIC GATES AT HIGHWAY CROSSINGS.**

June 7, 1945.



## GENERAL ORDER No. 677

*In the matter of the application of Canadian Industries Limited for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight to permit the use of fibreboard boxes for shipping Primacord Fuse.*

File No. 1717.87.35

THURSDAY, the 29th day of November, A.D., 1945.

J. A. CROSS, K.C. *Chief Commissioner.*  
HUGH WARDROPE, *Assistant Chief Commissioner.*  
A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*  
F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by striking out paragraph 72-4 on page 27 thereof, and substituting therefor the following:

“72-4. Packing. Strong wooden boxes, wooden barrels or fibreboard boxes.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 678

*In the matter of proposed Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, Etc., and Specifications for Shipping Containers, under Sections 349 and 350 of the Railway Act.*

File No. 1717.12

MONDAY, the 3rd day of December, A.D. 1945.

J. A. CROSS, K. C., *Chief Commissioner.*  
A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board—

*It is ordered:*

1. That the proposed Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, Etc., and Specifications for Shipping Containers, to be observed by shippers, and by express companies subject to the jurisdiction of the Board, on file with the Board under file No. 1717.12, marked “B” and certified by the Secretary of the Board, be, and they are hereby, approved.

2. That General Order No. 673, dated the 23rd day of October, 1945, be, and it is hereby, rescinded.

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 679

*In the matter of paragraph 22, Additional Type, Specification 4B, in Supplement No. 2 of the Board's Regulations for the Transportation of Explosives and other Dangerous Articles by Freight.*

File No. 1717.88.22

MONDAY, the 31st day of December, A.D., 1945.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That paragraph 22, Additional Type, Specification 4B, in Supplement No. 2 of the Board's Regulations for the Transportation of Explosives and other Dangerous Articles by Freight, be, and it is hereby, suspended until further Order of the Board.

J. A. CROSS,  
*Chief Commissioner.*

OTTAWA, May 3, 1945.

## CIRCULAR No. 261R

File No. 28638.2.485

The first paragraph of the Board's Circular 253R of February 26, 1942, is rescinded and the following inserted in its stead:

It is not now necessary for a copy of approval from the Oil Controller to accompany applications to the Board for the installation of additional storage tanks at an already established plant, but copy of approval of the Oil Controller must accompany application in connection with installation of *new bulk storage plants.*

Circular No. 248R, dated January 13, 1941, is also amended by striking out the words "or additional" in the third and fourth lines.

BY ORDER OF THE BOARD,

P. F. BAILLARGEON,  
*Secretary.*

OTTAWA, June 22, 1945.

## CIRCULAR No. 262R

*File No. 28638.2.485: Board's General Orders Nos. 441, 530, 594, 597 and 602 relating to the handling and storage of inflammable liquids and petroleum gases on and adjacent to railway property.*

In view of the issuance of Order No. 003-D of the Department of Munitions and Supply, Office of the Oil Controller, whereby sections 3, 4, 5, 6 and 8 of Order No. 003 were rescinded, you are advised that Board's Circulars Nos. 248R, 253R and 261R are rescinded, and that on submissions of applications to the Board for approval of installations, it is no longer necessary to furnish the Board with any permit or authority of the Oil Controller.

BY ORDER OF THE BOARD,

P. F. BAILLARGEON,  
*Secretary.*







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DOMINION OF CANADA

# FORTY-SECOND REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1946



OTTAWA  
EDMOND CLOUTIER, C.M.G., B.A., LL.B.,  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
CONTROLLER OF STATIONERY  
1947

Price, 25 cents.





DOMINION OF CANADA

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## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1946

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J. A. CROSS, C.M.G., D.S.O., K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,  
*Secretary.*



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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Forty-Second Report for the year ended December 31, 1946.

### AMENDMENTS TO THE RAILWAY ACT, 1919

The Railway Act was amended during 1946 by 10 Geo. VI, Chap. 30, as follows:

“1. Subsection one of section three hundred and ten of the Railway Act, chapter one hundred and seventy of the Revised Statutes of Canada, 1927, is repealed and the following substituted therefor:

“310. (1) Whenever in any city, town or village, any train, not headed by an engine or its tender, is passing over or along a highway at rail level which is not adequately protected by gates or otherwise, the company shall station on that part of the train, which is then foremost, a person who shall warn persons standing on, or crossing, or about to cross the track of such railway.”

2. Paragraph (g) of subsection one of section four hundred and twenty-one of the said Act is repealed and the following substituted therefor:

“(g) Whenever in any city, town or village, any train of the company, not headed by an engine or its tender, is allowed to pass over or along a highway at rail level which is not adequately protected by gates or otherwise, the Company does not station on that part of the train, which is then foremost, a person who shall warn persons standing on, or crossing or about to cross the track of such railway.” ”

### AMENDMENTS TO THE TRANSPORT ACT, 1938

No amendments to the Transport Act, 1938, during 1946.

### POST-WAR PROJECTS

During the year the Board of Transport Commissioners for Canada, at the request of the Department of Reconstruction, continued to make a survey of possible railway crossing eliminations at certain priority points throughout Canada, having in mind public convenience and necessity, together with possible post-war employment.

This survey was carried out by one or two members of the Board, accompanied by the Board's Chief Engineer.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1946, to December 31, 1946, the Board held 30 public sittings at which 41 cases were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	10
Quebec.....	10
Manitoba.....	1
Saskatchewan.....	2
Alberta.....	3
British Columbia.....	0
Nova Scotia.....	1
New Brunswick.....	2
Prince Edward Island.....	1
Total.....	30

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 2,161 applications and complaints received and dealt with by the Board 98·10 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board and the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

## DECISIONS AND RULINGS OF THE BOARD

Judgments and General Orders and Regulations of the Board appear in the semi-monthly bulletin of the Board published through the King's Printer. The Board's Judgments are also reported in the Canadian Railway and Transport cases. Brief notes of the more important Judgments delivered by the Board in 1946 are given below.

C.P.R. v. C.N.R.  
59 C.R.T.C. 1

*Construction of spur.*—The C.P.R. applied for authority to construct a branch line of railway to serve The White Motor Company of Canada Limited in the Town of Mount Royal, Quebec. The proposed right of way overlapped a part of the proposed right of way for a branch line of the C.N.R. The ownership of the land so overlapped was at the time the subject of litigation in the Supreme Court of Quebec.

Without dealing with any of the matters in issue between the C.P.R. and C.N.R. in the Supreme Court of Quebec, the Board granted to the C.P.R. the authority applied for.



SOULANGES v. C.N.R.  
59 C.R.T.C. 45

*Review of Orders.*—This was an application of the County of Soulanges for a reconsideration of certain orders made in the years 1916 and 1918 and for such changes in the said orders as would relieve the County of any part of the cost of protection of the Vernier Crossing at Coteau Station, Quebec.

The Board was of the opinion that the County had waited too long before making the application. There had been no change of circumstances and no argument was now presented which could not have been presented at the hearing in 1918. The application was therefore dismissed.

MINISTER OF PUBLIC WORKS, B.C. v. C.N.R.  
59 C.R.T.C. 354

*Use of railway right of way for a highway.*—Three applications were made by the Minister of Public Works. Two of the applications were for authority to construct highway crossings and these applications were granted.

The other application was for leave to construct a highway along the railway right of way for a distance of 4.2 miles. The Board said in its Judgment that there was an alternative highway route which was not impracticable and that the Board will not lightly disturb a railway's rights in its own right of way where the public interest can be served otherwise. This application was dismissed.

CITY OF OTTAWA v. OTTAWA ELECTRIC RAILWAY CO.  
59 C.R.T.C. 136

*Street railway fares.*—The City of Ottawa applied for an order decreasing the fares on certain parts of the Railway Company's system. The application was made in accordance with the provisions of an agreement between the City and the Railway Company, which had been confirmed by statute.

The application was dismissed. A detailed statement of the reasons for dismissing the application is given in the Board's Judgment.

BRANSON v. C.P.R.  
59 C.R.T.C. 211

*Proportional rates.*—William D. Branson & Co. Limited of Toronto requested the Board to suspend the cancellations of certain proportional rates on bananas, carloads and on vegetables and citrus fruits, carloads. The Board issued Order No. 66843 suspending the cancellations until further order.

The question for decision was whether it was proper for the Board in the particular circumstances of this case to require more than one route and joint rate between two given points. The applicant did not prove that the public would be detrimentally affected by the cancellations, and the Board ordered the rescission of Order No. 66843.

VICTORY MILLS LIMITED v CANADIAN FREIGHT  
ASSOCIATION  
59 C.R.T.C. 225

*Freight classification.*—The complaint was against the higher rating shown in the item of the classification covering dry residual yeast than the rating on dried buttermilk used for animal or poultry feed, shipped in bulk in bags, barrels or boxes, rated 4th class L.C.L. and 7th class C.L. Complainants' position was that as the two commodities were sold at practically the same price the ratings should be the same.

Because of the limited number of classes in the classification and the very large number of articles to be classified, the grouping of articles is necessarily more or less broad, and the principle is well established, both in Canada and the United States, that ratings are not solely determined by the value of the article.

A classification, submitted for the approval of the Board, "represents the work of the joint committee of shippers and carriers, and naturally contains compromises, and perhaps, some inconsistencies."

The Board held that the proposed ratings on residual dry yeast were not unreasonable and should be approved.

#### CONTINENTAL CAN CO. v C.N.R.

59 C.R.T.C. 232

*Freight Rates.*—The question here on which a ruling by the Board was asked was whether the carload commodity rate in a certain tariff or a lower charge under another tariff naming L.C.L. rates including pick up and delivery service should apply on shipments of tin cans from St. Laurent (Montreal) to Toronto via C.N.R.

The Board declared that the legal charges for the shipments in question were those published in C.N.R. tariff C.T.C. No. E. 2115.

#### WALLACE ET AL V. NORTHERN ALBERTA RAILWAYS CO.

59 C.R.T.C. 257

*Obstruction of watercourses.*—The applicants complained that their lands were flooded by reason of the fact that the railway company had obstructed the natural water escape route or floodways of the Paddle River.

The Board by its Judgment directed the railway company, at its own expense, to make an opening in the railway embankment across the railway by the construction of not less than 200 feet of timber pile trestles at the point designated in the Judgment.

#### B.C. TREE FRUITS LIMITED v. C.P.R. AND C.N.R.

60 C.R.T.C. 40

*Refrigeration charges.*—The tariffs of the C.P. and C.N. railway companies, which fixed the charges for standard refrigeration services, were modified by an administrative Order of the War Time Prices and Trade Board for the purpose of conserving of supplies to relieve the current shortage of that product. The Order, later revoked, limited the quantity of ice to be used by the carriers to half-stage icing capacity of their refrigeration cars. Notwithstanding the lesser quantity of ice supplied by the carriers under the Order, they assessed and collected for the modified services in accordance with their tariff provisions.

Applicant asked that the carriers be directed to adjust icing charges on all shipments upon which the services performed did not comply with the tariff requirements for standard refrigeration.

The Board's jurisdiction under the Railway Act is to determine and declare the legal rate the carrier may charge and collect on the traffic moved under the tariff filed with the Board. The Board has no power to change the provisions of a tariff as to past transactions, or to order a refund.

*Ruling.*—1. That the standard refrigeration charges of the carriers applicable during the existence of the Prices Board Order A-1320 were published in lawfully filed tariffs;

2. that the charges so published were legally applicable to the icing service performed under the terms of the said Prices Board Order;

3. that the Board has no power to direct or permit the carriers to make any adjustments of the said charges.

PERE MARQUETTE RAILWAY v. C.P.R.  
60 C.R.T.C. 24  
and  
36 J.O.R. 290

*Expense of interchange.*—The application was in connection with the interchange of traffic between the two railways at a point in or near City of Chatham. The applicant complained that the interchange of traffic at the point in question imposes a much greater burden of expense upon the applicant than upon the respondent by reason of the fact that the yard tracks of the applicant are more distant from the interchange track than are the yard tracks of the respondent.

The Board, after a hearing, issued an order dismissing the application for the reasons stated in Judgment dated October 3, 1946, (60 C.R.T.C. 24).

Subsequently, the Pere Marquette Railway Company applied for a variation of the said order or, in the alternative, for leave to appeal to the Supreme Court of Canada.

The Board was of the opinion that the inequalities complained of were not proper grounds for asking remedial action by the Board, and that an appeal on questions of jurisdiction could have no practical effect and might well be regarded as a frivolous proceeding.

This application of the Pere Marquette Railway Company was therefore dismissed.

WINNIPEG v. C.P.R.  
36 J.O.R. 243

*Removal of spur track.*—The City of Winnipeg applied for an order requiring the C.P.R. to remove a spur track on its Pembina Mountain Branch or in the alternative for an order requiring the C.P.R. to cease the use of the said spur track.

The Board held that it has no power to make an order requiring a railway company to remove its tracks except as such power may be necessarily implied from its power to order the diversion of a railway line. The Board was also of the opinion that it had no power to order the railway company to cease the use of the spur.

The application was therefore dismissed.

LIGNE TELEPHONIQUE DES CULTIVATEURS v. BELL TELEPHONE CO.  
36 J.O.R. 273

*Telephone lines.*—This was an application for, among other things, an order requiring the Bell Telephone Co. to grant a connection for an additional telephone line between St. Simon de Yamaska and St. Hyacinthe.

The Board directed the Bell Telephone Co. to grant the connection, and expressed its opinion that the Bell Telephone Co. should receive 2½ cents per message for the messages originated by the connecting company in excess of the messages originated by the Bell Telephone Co.

HULL ELECTRIC CO. v. TOWN OF AYLMER ET AL  
36 J.O.R. 299

*Abandonment of operation.*—This was an application by the Hull Electric Co. for leave to abandon the operation of all of its lines of railway. The application was opposed by the Town of Aylmer and other municipalities and persons on the ground that the abandonment of the Aylmer line would deprive many communities of adequate transportation facilities.

The Board gave the applicant leave to abandon immediately operation of all of its lines of railway except the Aylmer line, and gave the applicant leave to abandon the Aylmer line on April 1, 1947, subject to a provision for abandonment at an earlier date if certain conditions as to bus service were fulfilled.



DRUMMOND V. NORTHERN ALBERTA RAILWAYS  
36 J.O.R. 322

*Reduction in rates.*—This was an application of L. E. Drummond on behalf of mining companies and others in the Northwest Territories for reduction in the distributing class rates on the Northern Alberta Railways between Lac La Biche and Waterways.

The Board directed an order to issue requiring the Northern Alberta Railways to revise all its tariffs applying locally on the Lac La Biche and Waterways Sub-divisions and between Edmonton and Waterways and intermediate points, in both directions, by reducing all rates published in such tariffs, to the scales of rates applying on the other portions of the Northern Alberta Railways.

### APPEALS FROM RULINGS OF THE BOARD

There were no cases referred to the Supreme Court of Canada by the Board for its opinion.

There was one case carried in appeal to the Supreme Court of Canada, namely:—

Application of the Bell Telephone Company of Canada for authority to construct and maintain its lines (buried cables) across and under certain public highways in the county of Middlesex, Ontario.

There were no cases carried in appeal to the Governor in Council.

### ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1946 was 1,540. The number of general circulars issued by the Board directed to all the transport companies subject to its jurisdiction was nil. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are 17 in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1946, will be found compiled under Appendix "G" of this report.

### APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1946, was 2,161.

### TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1946, was as follows:—

Freight tariffs, including supplements.....	27,683
Passenger tariffs, including supplements.....	2,111
Express tariffs, including supplements.....	350
Telephone tariffs, including supplements.....	1,246
Sleeping and Parlour car tariffs, including supplements.....	23
Telegraph and Radio tariffs and supplements.....	9
Bridge tolls, including supplements.....	0
Water freight tariffs, including supplements.....	81
Water passenger tariffs, including supplements.....	40
Agreed Charges—tariffs.....	11
Total.....	31,559

The total number of tariffs filed from February 1, 1904, to December 31, 1946, was 2,360,053.

The details of the tariffs will be found under Appendix "C" to this report.



## ENGINEERING DEPARTMENT OF THE BOARD

The report of the Engineering Department shows that 412 inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1946, cover opening of railway for the carriage of traffic, highway crossings, signal protection at highway crossings, bridges, subways, interlocking plants, drainage, private crossings, railway lines in connection with maintenances, signals at swing bridges, fencing, improving view at crossings, investigation and inspections in connection with accidents on railway lines and at highway crossings, automatic block signals, less than standard clearance, and many inspections in connection with projects to provide post-war work.

A statement of works approved by Board's Orders on the recommendation of the Engineering Department is included in the report together with an explanation of the work, study and investigation involved.

There is a report on expenditures from the Railway Grade Crossing Fund and Special Votes for protections at highway crossings of railways.

It will be noted in the report that many matters that come up, and are referred to the Engineering Department are settled by inspections, personal contact or correspondence without the necessity of an Order of the Board.

The Engineering Department report will be found under Appendix "D".

## OPERATING DEPARTMENT

The following general matters were dealt with by the Operating Department of the Board during the year 1946:

General Railway Accidents (including Highway Crossings).....	2,325
Highway Crossing Accidents.....	352
Motive Power Reports.....	59,921
Locomotives Inspected.....	6,962
Internal Boiler Inspections.....	161
Stationary Boiler Reports.....	3,055
Freight Cars Inspected.....	48,531
Passenger Coaches Inspected.....	3,031
Air Reservoir Reports.....	4,403
Inflammable Liquid Installations.....	300
Fires on Forested Territory.....	591
Fireguards Ploughed (miles).....	4,886
Regulations for the Transportation of Explosives and Other Dangerous Articles both by Freight and Express.	

The number of accidents investigated totalled 2,325 involving 3,044 casualties of which number 325 persons were killed and 2,719 injured, which is a decrease over the previous year of 562 casualties.

Accidents at highway crossings for the year totalled 352 with 120 killed and 487 injured. Of this number 59 accidents occurred at crossings where there were protective devices, with the remaining 293 occurring at unprotected crossings.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

Five hundred and ninety-one fires attributed to railways are reported to have originated on 13,573 miles of line classified as forested territory. These fires burned 7,749 acres of young forest growth, 5,394 acres of merchantable timber, 1,326 acres of slashing or old burned lands not restocking, and 2,368 acres of non-forested lands.

Of this total, 219 fires burned over less than one-fourth acre each; 312 fires burned over an area of one-fourth acre to ten acres each; and 60 fires burned over an area of more than 10 acres each.

The total area burned over was 16,837 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$29,608. Of this amount, the value of standing timber and young forest growth is estimated at \$22,550.

In accordance with the requirements of the Board, the Railways maintained special patrol of 7,723 miles of line, necessitating the special attention to fire patrol of a total of approximately 948 fire patrolmen.

Under the co-operative arrangements with the various Dominion and Provincial Forest Services, 208 officers and men of such services were under appointment as ex-officio officers of the Board.

During the fire season of 1946, 4,448 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fireguard Requirements, the railways constructed or maintained 4,886 miles of fireguards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

### RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance, by the improvement of the view on the approaches to crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings is, undoubtedly, by separating them altogether, which can be effected in various ways, for example by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

### ROUTINE WORK OF THE BOARD RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1946, together with the number of orders issued:—

Number of applications made.....	2, 161
Number of filings received during the year.....	29, 562
Number of outgoing letters during the year.....	19, 392
Number of orders issued during the year.....	1, 540

### CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel of the staff of the Board during 1946:—

Messrs. Francis F. Burpee, Private Secretary of the Chief Commissioner and Registrar, N. Bruce Lyon, Assistant Secretary of the Board, J. A. LaFontaine and Sirastin Towns, District Inspectors, were retired after having well served the Board for long periods of time.

The following employees were appointed during the year:—

Messrs. Charles W. Rump, Assistant Secretary of the Board, V. Hallam Carruthers and J. Emile Dumontier, District Engineers, to replace Colonel J. H. Parks and A. A. Belanger, both retired, and Hugh R. Cawley, Thomas J. Faught, Wilfrid V. Fullerton and Wilfrid H. Wiseman, District Inspectors in the Operating Department.

## BUREAU OF TRANSPORTATION ECONOMICS

In December, approval was received for the establishment of a new division of the Board to be called the "Bureau of Transportation Economics". The purpose of this new organization is to consolidate the economic functions of this Board with those of the Air Transport Board. The duties of the Air Development Branch of the Department of Reconstruction and Supply have also been taken over by the new Bureau of Transportation Economics which will be completely under this Board for purposes of administration. In many instances both the Air Transport Board and the Board of Transport require data relating to forms of transportation other than those with which they are primarily concerned and the establishment of the new Bureau will permit the undertaking, as occasion arises, of special economic studies in the general transportation field. Current and historical economic and statistical data on all forms of transportation will be maintained in the new Bureau and will be available to both the Air Transport Board and this Board. The organization of the new Bureau is progressing satisfactorily.

## APPENDIX "A"

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING  
ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.....	Chief.....	Feb. 1, 1904....	Oct. 31, 1904 (resigned).
Hon. M. E. Bernier.....	Deputy.....	Feb. 1, 1904....	Jan. 31, 1914.
James Mills.....	Commr.....	Feb. 1, 1904....	Jan. 31, 1914.
Hon. A. C. Killam, K.C.....	Chief.....	Feb. 6, 1905....	Mar. 1, 1908 (died).
Hon. J. P. Mabee, K.C.....	Chief.....	Mar. 28, 1908....	May 6, 1912 (died).
D'Arcy Scott.....	Ass't.....	Sept. 17, 1908....	Sept. 16, 1918.
S. J. McLean.....	Commr.....	Sept. 17, 1908....	Sept. 16, 1918(reappointed)
Hon. Thos. Greenway.....	Commr.....	Sept. 17, 1908....	Oct. 30, 1908 (died).
A. S. Goodeve.....	Commr.....	April 4, 1912....	Nov. 22, 1920 (died).
Henry L. Drayton, K.C.....	Chief.....	July 1, 1912....	Aug. 1, 1919 (resigned).
Hon. W. B. Nantel, K.C.....	Deputy.....	Oct. 20, 1914....	Oct. 19, 1924.
A. C. Boyce, K.C.....	Commr.....	Oct. 4, 1917....	Oct. 3, 1927.
Dr. J. G. Rutherford, C.M.G.....	Commr.....	Sept. 17, 1918....	July 24, 1923 (died).
Hon. F. B. Carvell, K.C.....	Chief.....	Aug. 2, 1919....	Aug. 9, 1924 (died).
S. J. McLean, LL.B.....	Commr.....	Sept. 16, 1918....	Sept. 15, 1928.
	Ass't.....	Aug. 6, 1919....	(reappointed).
Calvin Lawrence.....	Commr.....	Nov. 4, 1921....	May 4, 1931 (died).
Hon. Frank Oliver.....	Commr.....	Sept. 21, 1923....	Sept. 20, 1928. (reached age of 75).
Hon. H. A. McKeown, K.C.....	Chief.....	Sept. 16, 1924....	Feb. 28, 1931 (resigned).
Thomas Vien, K.C.....	Deputy.....	Sept. 5, 1925....	Jan. 31, 1931 (resigned).
Hon. T. C. Norris.....	Commr.....	Mar. 30, 1928....	Mar. 29, 1938.
S. J. McLean, LL.B.....	Ass't.....	Sept. 17, 1928....	Sept. 16, 1938.
John A. Stoneman.....	Commr.....	Mar. 12, 1929....	Mar. 11, 1939 (reappointed).
Hon. C. P. Fullerton, K.C.....	Chief.....	Aug. 13, 1931....	Dec. 31, 1933 (resigned).
F. A. Labelle.....	Deputy.....	Dec. 16, 1931....	July 15, 1933 (died).
G. A. Stone.....	Commr.....	Dec. 16, 1931....	Dec. 15, 1941. (reappointed).
F. Nap. Garceau, K.C.....	Deputy.....	Sept. 16, 1933....	April 10, 1943. (reached age of 75).
Hon. Hugh Guthrie, K.C.....	Chief.....	Aug. 12, 1935....	Nov. 3, 1939 (died).
Hugh Wardrope.....	Ass't.....	Nov. 8, 1938....	
John A. Stoneman.....	Commr.....	Mar. 11, 1939....	
F. M. MacPherson.....	Commr.....	Sept. 21, 1939....	
J. A. Cross, Col., C.M.G., D.S.O., K.C.....	Chief.....	April 1, 1940....	
G. A. Stone.....	Commr.....	Dec. 15, 1941....	
Armand Sylvestre, K.C., LL.B.....	Deputy.....	April 19, 1945....	



## APPENDIX "B"

(1) Since the establishment of the Board, its jurisdiction has been extended to the following matters:—

- (a) Express tolls—6 Edw. VII, c. 42, s. 27, 1906.
- (b) Telegraph companies—c. 61, 1908, s. 4.
- (c) Telephone companies—6 Edw. VII, c. 42, s. 30.
- (d) International bridges and tunnels—1929, c. 54.
- (e) Maritime Freight Rates Act—1927, c. 44.
- (f) Abandonment of operation of railway lines—1933, c. 47 (s. 165A).
- (g) Canadian National—Canadian Pacific Act, 1933, c. 33.
- (h) The Transport Act, 1938, c. 53—(Licensing and rate regulation of ships; agreed charges).
- (i) Agreements—(s. 35 of present Act)—8-9 Edw. VII, c. 32, s. 1.
- (j) Purchase of electrical energy from a person who has acquired water power under lease from the Crown (s. 374 of present Act)—1909, c. 31, s. 1.
- (k) Railway Grade Crossing Fund (s. 262 of present Act)—1909, c. 32 s. 7.

(2) Since 1923 the jurisdiction of the Board has been extended to the following railways:—

Intercolonial.

National Trans-Continental.

Lake Superior Branch (leased from G.T.P.R.).

Prince Edward Island.

(3) In addition to the above there are a number of Acts, which gave the Board jurisdiction over particular companies in certain specified matters.

## APPENDIX "C"

REPORT OF THE DIRECTOR, TRAFFIC DEPARTMENT,  
FOR THE YEAR ENDED DECEMBER 31, 1946.

Dear Sir;—I submit, for the Board's Forty-Second Annual Report, information regarding the work of the Traffic Department for the year ended December 31, 1946.

The number of Freight and Passenger Tariffs of Rail and Water Carriers, as well as Agreed Charge, Express, Telephone, Telegraph, Sleeping and Parlour Car, and Bridge Toll Schedules filed with the Board, was as follows:—

FROM JANUARY, 1946, TO AND INCLUDING DECEMBER 31, 1946.

FREIGHT			TOTAL
<i>Rail—</i>			
Local Tariffs.....	38		
Supplements.....	400		
			438
Joint Tariffs.....	57		
Supplements.....	3,309		
			3,366
International Tariffs.....	427		
Supplements.....	23,457		
			23,884
			27,688
<i>Water Carriers—</i>			
Local Tariffs.....	16		
Supplements.....	34		
			50
Joint Tariffs.....	4		
Supplements.....	19		
			23
International Tariffs.....	4		
Supplements.....	4		
			8
			81
<i>Agreed Charges—</i>			
Tariffs.....	4		
Supplements.....	7		
			11
			11

## PASSENGER

<i>Rail—</i>			
Local Tariffs.....	227		
Supplements.....	234		
			461
Joint Tariffs.....	288		
Supplements.....	413		
			701
International Tariffs.....	255		
Supplements.....	694		
			949
			2,111
<i>Water Carriers—</i>			
Local Tariffs.....	26		
Supplements.....	8		
			34
Joint Tariffs.....	1		
Supplements.....	1		
			2
International Tariffs.....	4		
Supplements.....	0		
			4
			40

*Sleeping and Parlour Car—*

Local Tariffs.....	2	
Supplements.....	0	
		2
Joint Tariffs.....	1	
Supplements.....	1	
		2
International Tariffs.....	2	
Supplements.....	17	
		19
		23

## EXPRESS

Local Tariffs.....	38	
Supplements.....	111	
		149
Joint Tariffs.....	23	
Supplements.....	72	
		95
International Tariffs.....	4	
Supplements.....	102	
		106
		350
Local Tariffs.....	12	
Supplements.....	141	
		153
Joint Tariffs.....	3	
Supplements.....	1,090	
		1,093
International Tariffs.....	0	
Supplements.....	0	
		0
		1,246

## TELEGRAPH

Tariffs.....	2	
Supplements.....	7	
		9
		9

## BRIDGE TOLLS

International Tariffs.....	0	
Supplements.....	0	
		0
		31,559

COMBINED TOTALS ALL SCHEDULES..... 31,559

Tariffs are being revised constantly by the necessity of establishing appropriate rates for new industries, products, sources of supply and various competitive conditions. These and a variety of other reasons resulted in the filing during the year ending 31st December, 1946 as above shown, 31,559 schedules which averaged approximately 100 for each working day of the year.

The Board's tariff files are consulted daily and information thereon is given by the Traffic Department staff covering almost every conceivable class of service for which tariffs are filed. Inasmuch as tariff schedules cover domestic traffic moving entirely within Canada, export and import traffic, and international traffic, all of which move under a variety of conditions, the minutest care and exactitude must be and is taken to keep the records in readiness for all the demands made upon the Board.

In addition to the duties involving the charges made by carriers for the various services performed, the Traffic Department maintains a continuing audit of free transportation granted by carriers subject to the Railway Act. It investigates all questions of misuse of free transportation or the issuance of free transportation for which authority has not been authorized and takes the action necessary to correct all such cases which may arise.

## CORRESPONDENCE

The total number of communications to rail and water carriers, express, telephone, telegraph and international bridge companies in connection with complaints, proper interpretation of tariffs or classification and the filing of same, also concerning powers of attorney, concurrences, free or reduced rates transportation, and administration of the Maritime Freight Rates Act, etc., was 1,953. Memoranda and reports to the Board numbered 914. Communications to others numbered 405. The grand total amounted to 3,272.

## MARITIME ACCOUNTS

The provisions of the Maritime Freight Rates Act, 1927, require approval by the board of all tariff schedules filed pursuant thereto; also (except in the case of the Canadian National Railways) certification of the normal tolls which, but for the Act, would have been effective and to certify to the Minister of Transport the amount of difference between the tariff tolls and the normal tolls to enable reimbursement to the carriers in compensation for the statutory reduction in rates. The duties so involved are handled by the Traffic Department which certifies to verification of the difference between the rates charged under the statute and those which, but for the statute, would have constituted the normal tolls. This requires reports being made to the Traffic Department showing each individual shipment that moves under the provisions of the Maritime Freight Rates Act, the rate charged, and what would be the normal rate. Every shipment is checked as to freight classification, weight, rate and also the extensions. For the period from July, 1945, to June, 1946, inclusive, there were filed 25,308 abstract sheets with an average of 74 rates per sheet, containing 1,872,792 rates, 936,396 extensions of charges, and 25,308 columns of figures, all of which were checked. As a result of this check, 8,045 corrections were made. The total amount of reimbursement claimed by the railways was \$844,510.91, and the amount allowed was \$834,419.49, or a net deduction of \$10,091.42. During this period one hundred Orders were issued approving tariffs or rates and certifying to normal tolls.

## AGREED CHARGES (PART V, THE TRANSPORT ACT)

Three new Agreed Charges were submitted for approval; sixteen applications were received for the fixing of similar charges to those contained in current agreements. At December 31, 1946, twenty Agreed Charge tariffs were in effect, covering the business of one hundred and twenty different shippers. The following Orders were issued in this connection during the year:—

*Order 66960, January, 28, 1946* —Directing, upon the application of The Swanson Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from the spur at Mileage 11.2 West of Edson, Alta., on the Canadian National Rys., Brule Subdivision.

*Order 67086, March 4, 1946.* —Amending Order 66960, dated January 28, 1946, fixing charges for the transportation of Lumber and Forest Products between stations in Western Canada for The Swanson Lumber Co. Ltd., by striking out the words, "the spur at Mileage 11.2 West of Edson, Alta., on the Canadian National Rys., Brule Subdivision", where it appears in the operative part of the Order, and substituting in lieu thereof the words "Hornbeck, Alberta".

*Order 67807, March 4, 1946.* —Directing, upon the application of W. T. Nance, the fixing of charges upon the same basis and subject to the same conditions as the agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Hareeh, Alta., and spur at Mileage 141.75 Canadian National Rys., Brazeau Subdivision.



- Order 67167, March 25, 1946.*—Directing upon the application of the J. R. Bickell Lumber Co., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Grande Prairie, Alta.
- Order 67288, April 24, 1946.*—Approval of Agreed Charge on Latex (Liquid Crude Rubber) in Tank Cars for Polymer Corporation from Sarnia, Ont., to Hamilton, Kitchener and Toronto, Ont.
- Order 67298, April 26, 1946.*—Directing, upon the application of the Imperial Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Athabasca, Slave Lake and Mayerthorpe, Alta.
- Order 67372, May 16, 1946.*—Directing, upon the application of S. Pachkowski, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Akosane, Sask.
- Order 67448, June 3, 1946.*—Approval of Agreed Charge on Tin Plate, Terne Plate and Black Plate, Carloads, for the Continental Can Company of Canada, Ltd., from Hamilton, Ont., to New Toronto, Toronto, Ont.
- Order 67479, June 11, 1946.*—Directing, upon the application of Wong and Tetlock, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Dillabough, Sask.
- Order 67550, June 27, 1946.*—Directing, upon the application of L. A. Pawlowicz, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 60373, dated February 26, 1941, for the transportation of Eggs shipped by the applicant from Ethelbert, Man.
- Order 67607, July 8, 1946.*—Directing, upon the application of the Western Construction & Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Spirit River, Alta.
- Order 67735, August 3, 1946.*—Directing, upon the application of Highway Egg Station, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 60373, dated February 26, 1941, for the transportation of Eggs shipped by the applicant from Deloraine, Man.
- Order 68021, October 11, 1946.*—Directing, upon the application of S.N.A. Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Edson, Alta.
- Order 68072, October 25, 1946.*—Approval of an Agreed Charge on Petroleum Products for Cities Service Oil Co. Ltd., McColl-Frontenac Oil Co. Ltd., and Shell Oil Company of Canada, Ltd., from Montreal (Moreau Street), Que., to Hull, Que., and Ottawa, Ont.
- Order 68073, October 26, 1946.*—Directing, upon the application of Imperial Oil, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Montreal (Cote St. Paul) and Montreal East, Que., to Hull, Que., and Ottawa, Ont.
- Order 68074, October 26, 1946.*—Directing, upon the application of The British American Oil Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Hochelaga, Montreal East and Montreal (Moreau Street), Que., to Hull, Que., and Ottawa, Ont.
- Order 68227, November 28, 1946.*—Directing, upon the application of Sun Oil Company, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Montreal East and Montreal, Que., to Ottawa, Ont., and Hull, Que.
- Order 68234, December 2, 1946.*—Directing, upon the application of Canadian Oil Companies, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Hochelaga, Montreal East and Montreal (Moreau Street), Que., to Ottawa, Ont., and Hull, Que.

*Order 68244, December 3, 1946.*—Directing, upon the application of Lee Borden, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Demmitt, Alta.

*Order 68310, December 14, 1946.*—Directing, upon the application of Wm. Anthony Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Antross, Alta.

## WATER TRANSPORTATION LICENCES (PART II, THE TRANSPORT ACT)

### *Great Lakes & St. Lawrence River.*

Thirteen licences were granted to eleven water carriers and applicable to a total of eighty ships operating on the Great Lakes and St. Lawrence River between Quebec City and the Head of the Lakes. Of these ships, two are licensed to transport passengers only; sixty-four to transport goods only; and fourteen to transport passengers and goods. Such licences are applicable only to transportation between ports and places in Canada on the aforesaid waterways. There was a net decrease of five ships so licensed from the year 1945.

### *Mackenzie River*

By amendments to The Transport Act in the year 1945, the Board's jurisdiction was extended to all ships of over ten gross tons operating for hire and reward in the Mackenzie River Watershed. The said amendments became effective on February 9, 1946, by proclamation.

Applications for licences were received in March, 1946, and licenses were issued to the companies and for the ships as follows:—

<i>License Issued.</i>	<i>Licensee</i>	<i>Ships Licensed</i>
May 23, 1946.	McInnes Products Corp. Ltd.....	6
June 15, 1946.	Hudson's Bay Company.....	83
June 21, 1946.	Northern Transportation Co. Ltd.....	55
July 10, 1946.	Yellowknife Transportation Co. Ltd.....	9
Total.....		153

Three additional applications are pending, *i.e.*,

Yellowknife Transportation Co. Ltd.....	6 ships.
Sheek Brothers.....	1 ship.
Snare River Trading Co. Ltd.....	2 ships.

In conformity with the requirements of the Act, these licensees filed tariffs of tolls for the first time. Such tariffs are open for inspection by the public and the tolls therein are subject to the Board's direction upon appropriate proceedings.

## MAXIMUM PRICE CONTROL

Throughout this year this Department cooperated fully with the Wartime Prices and Trade Board in re the administration of the price ceiling regulations as they concern transportation and communication services.

## APPLICATIONS AND COMPLAINTS DEALT WITH BY THE TRAFFIC DEPARTMENT DURING THE YEAR ENDED DECEMBER 31, 1946

*File 4214.1505.*—Application of the City of Arvida, Que., for extension of express cartage limits at Arvida.

*File 33365.137.*—Application of the Continental Can Company of Canada, Limited, Montreal, Que., for ruling of the Board as to the proper charges assessable on earload shipments of Tin Cans from Montreal to Toronto.

*File 27711.34.*—Application of Mr. R. H. Carlin, M.P.P., Sudbury, Ont., concerning transportation of Household Goods of a Mr. Lutz from Sudbury, Ont., to Tisdale, Sask.

- File 27425.188.*—Complaint of the Black Nugget Coal Company, Limited, Calgary, Alta., concerning freight rate on Coal from their mine at Dodds, Alta., to Edmonton, Alta.
- Case 955.167.*—Complaint of Mr. John H. McDonald, Ottawa, concerning extra exchange mileage charge made with respect to his telephone service.
- File 40304.*—Complaint of Mr. B. E. Oberle, Edmonton, Alta., on behalf of various farmers, concerning the grain rates to Vancouver, from Norma and Warwick, Alta.
- File 3574.472.*—Complaint of Mr. Harry J. Smith, Montreal, Que., concerning inability to obtain telephone service.
- File 44618.*—Application of Canadian Sugar Beet Producers' Association, Winnipeg, Man., for reduction in existing rates on Sugar Beets.
- File 35695.*—Application of the Chamber of Commerce of Disraeli, Que., for a revision of freight rates between Disraeli and Montreal.
- File 29674.1&2.*—Application of the Washington Co-operative Farmers Association, Seattle, Wash., for a ruling of the Board concerning exchange surcharge on shipments of Grain from stations in Western Canada to Western United States points.
- File 18376.47.*—Complaint of Mr. C. D. Buck, Sydney, N.S., concerning carload rates on Baled Hay from Hartland, N.B., and Florenceville, N.S., to Sydney, N.S., as compared with the existing rates on the same commodity from Ottawa Valley and North Shore of St. Lawrence River points.
- File 3574.473.*—Complaint of Mr. Jean Grious, Longueuil, Que., concerning discontinuance of his residence telephone service.
- File 33365.136.*—Application of Canadian Freight Association for approval of Supplement No. 12 to Canadian Freight Classification No. 19.
- File 6713.250.*—Complaint of Mile End Fruit Exchange, Montreal, Que., concerning switching charges on car of Potatoes which was diverted from Point St. Charles to Cote des Neiges, Montreal, Que.
- Case 3378.*—Application of Mr. A. L. Paterson, Clerk-Treasurer, Town of Brampton, Ont., concerning the establishment of commutation fares between Brampton and Toronto.

Application for temporary exemption from the provisions of Demurrage Rule 1, pursuant to the Boards' Judgment of January 3rd, 1945, in the matter of application of the Demurrage Rules on private cars, was made by the following companies:

File 1700.99.8—Binney & Smith Company, New York.

" 1700.99.9—Steel Company of Canada Ltd., Hamilton.

- File 4214.1536.*—Complaint of Mrs P. E. Renaud, Ottawa, with reference to prepaid express shipment on which charges were again collected upon delivery.
- File 29674.1&2.*—Complaint of Dr. W. G. Anderson, Wardlaw, Alta., concerning assessment of exchange surcharge on carload shipments of Lambs from Western Canada to St. Paul, Minn.
- File 28358.4.*—Complaint of Mr. Henry Hebert, Mallaig, Alta., with respect to losses in express shipments from Edmonton.
- File 27008.42.*—Complaint of J. N. LeBlanc, Grand Cascapedia, Que., concerning damage and losses with respect to shipments received over the Canadian National Railways.
- File 3574.477.*—Complaint of Mr. Jean Guy Vermette, Montreal, concerning inability to obtain telephone service.
- File 3574.476.*—Application of Mr. A. Bell, Vancouver, B.C., for telephone service.
- File 38118.*—Application of Mr. L. E. Drummond, Consulting Engineer, Edmonton, Alta., on behalf of mining companies, and others, in the Northwest Territories for reduction in the distributing class rates over the Northern Alberta Railways between Lac La Biche and Waterways.
- File 29159.666.*—Complaint of Mrs. E. Seguin, Cote St. Paul, Montreal, concerning inability to obtain telephone service.
- File 27008.38.*—Complaint of R. A. Stephens, Dallas, Texas, concerning loss and damage with respect to baggage checked from Hamilton, Ont., to Buffalo, N.Y.
- File 33365.138.*—Complaint of Montreal Board of Trade, Transportation Bureau, jointly with Mr. C. M. Wilkinson, et al, with respect to the provisions of Item 581 in Supplement 20 to Canadian Freight Association tariff C.T.C. 1391 governing shipments of Fresh Blueberries from Eastern Canadian points to destinations in the United States.
- File 33365.139.*—Application of the Department of National Defence (Army), Ottawa, Ont., for a ruling of the Board in the matter of classification of Canadian Army Trucks, 15cwt., armoured, and whether such traffic should move under Item 34457 of Consolidated Freight Classification No. 16 or Item 200—C, Supplement 60, Canadian Freight Association tariff 15—J.



- File 4214.143.*—Application of City Solicitor, Victoria, B.C., for extension of express delivery limits at Victoria.
- File 44631.*—Application of B.C. Tree Fruits Limited, Kelowna, B.C., for a ruling as to adjustment of standard refrigeration charges on cars iced half-stage under the Wartime Prices and Trade Board Order A—1320 of August 18, 1944.
- File 27008.91.*—Complaint of Mrs. E. Sinnett, Sinnett, Sask., concerning loss from shipment of Groceries from Saskatoon.
- File 1700.435.*—Application of Canadian General Electric Company, Limited, Toronto, Ont., that the Board allow the Canadian Pacific Railway to lease cars to that company to be loaded with Electric Generator Parts and delayed in shipping until customer ready to take delivery.
- File 3839.124.*—Complaint of Municipal Council of the Township of Front of Yonge against proposed change by the Bell Telephone Company whereby the former Mallorytown Telephone System will be divided into two zones with part of the subscribers transferred to the Brockville exchange.
- File 39422.2.*—Application of Canadian and United States carriers in the matter of increases in international rates and charges to the extent authorized by the Interstate Commerce Commission in Ex Parte Nos. 148—162, June 20, 1946.
- File 4214.1543.*—Application of the North Vancouver Board of Trade, North Vancouver, B.C., relative to the establishment of free express delivery service at that point.
- File 3574.479.*—Complaint of Mr. Jacques Lapointe, Quebec, Que., regarding inability to obtain telephone service.
- File 16480.69.*—Application of Fill The Gap Notukeu Branch Railway Completion Association, Climax, Sask., with respect to the construction by the Canadian Pacific Railway of a line to complete the railway between Val Marie and Mankota.
- File 4214.150.*—Application of Galt, Hollinrake & Bartram, Toronto, on behalf of the York Mills Heights Ratepayers Association for extension of free express delivery limits in Toronto.
- File 3574.480.*—Complaint of Mr. Arthur Montfils, Secretary-Treasurer of the City of Granby, Que., concerning service of the Bell Telephone Company in that city.
- File 4397.126.*—Application of the Express Traffic Association of Canada for approval of proposed Supplement 14 to Express Classification for Canada No. 8.
- File 1700.99.*—Complaint of Summers Fertilizer Company, Inc., St. Stephen, N.B., concerning demurrage on private cars.
- File 40918.*—Application of Bole Feeds, St. Boniface, Man., respecting the rates on Alfalfa Meal in Western Canada.
- File 44842.*—Complaint of Harold F. Ritchie and Company, Ltd., Toronto, regarding rate on carload shipments of Pineapple Juice from Vancouver to Toronto.
- File 4214.99.*—Application of the City of Hull, Que., concerning extension of free express delivery limits.
- File 3678.74.*—Complaint of G. W. Nickerson, Vitamin Oil Producers, Port Saxon, N.S., with respect to acceptance of bank guarantee on shipments on Order Bills of Lading.
- File 3574.484.*—Complaint of P. E. Sasseville, Montreal, Que., concerning inability to obtain telephone service.
- File 44843.*—Application of Pembina Mountain Clays Limited, Winnipeg, Man., concerning freight rates on Bentonite from Winnipeg to Sarnia.
- File 3574.483.*—Complaint of Mr. Gaetan Laurin, St. Benoit, Que., concerning inability to obtain telephone service.
- File 4214.145.*—Complaint of Mr. H. P. Blackwood, K.C., Winnipeg, Man., concerning free express delivery limits.
- File 18663.109.*—Complaint of Mr. H. P. Blackwood, K.C., Winnipeg, Man., with regard to the handling of freight traffic between private houses and railway sheds.
- File T.D. 14153.*—Application of Imperial Oil Limited, Toronto, Ont., that Portable Houses be considered as part of "Well Drilling Outfits" within the meaning of Item 1515-C., C.N. tariff No. W. 192-L, and Item 1960, C.P. tariff No. W. 170-E.
- File 3574.486.*—Complaint of Mr. Leonce Cuvelier, Pont Rouge, Que., concerning inability to obtain telephone service.
- File 42344.14.*—Application of the Lake Freight Association on behalf of its member steamship companies for authority to make a general increase in the tolls and rates at present charged by said water carriers with respect to all freight traffic carried by them and subject to regulation under the provisions of The Transport Act.



- File 44482.*—Application of the Railway Association of Canada on behalf of its member railway companies for authority to make a general increase in tolls and freight rates as set out in Schedule B attached to the application.
- File 19475.125.*—Complaint of the Manitoba Sugar Company, Winnipeg, concerning carload minimum weight on Dried Beet Pulp.
- File 27008.38.*—Complaint of Rev. Gordon Barkwell, Little Current, Ont., with regard to a camera stolen from baggage while checked by the railways.
- File 3574.485.*—Application of Mr. Lucien Vincent, R.R. 1. Vercheres, Que., for installation of telephone service.
- File 29159.668.*—Complaint of Dr. Hector Ricard concerning inability by Mrs. Albert Bourgon, Montreal, Que., to obtain telephone service.
- File 29159.669.*—Complaint of Mrs. Greoges Syrie, Montreal, Que., concerning inability to obtain telephone service.
- File 18540.1.*—Complaint of Mr. Adolphe Cousineau, Joussard, Alta., concerning charges on a shipment of Household Effects ex Wickham, Que.
- File 44891.*—Application of the Alberta Seed Grower's Association Limited, Edmonton, concerning the shipment of Sweet Clover Seed in bulk owing to the shortage of cotton sacks.
- File 29159.667.*—Application of Mr. Rene Laporte, Superintendent of Notre Dame Hospital, Montreal, in connection with telephone service for Dr. J. Durocher on the hospital staff.
- File 33365.140.*—Application of Mr. John Groves Gould, Vancouver, B.C., on behalf of Alliance Ware Ltd., with respect to the classification of Porcelain Enamelled Sanitary Ware.
- File 7287.47.*—Application of Mr. Wm. R. Graham-Smith, Hamilton, Ont., concerning commutation fares between Toronto and Hamilton.
- File 3574.487.*—Complaint of Mr. B. T. Riordan, Toronto, concerning regulations of the Bell Telephone Company with respect to business and residence telephone service.
- File 33365.141.*—Application of the Canadian Freight Association for approval of proposed Supplement 13 to Canadian Freight Classification No. 19.
- File 27008.42.*—Complaint of Mr. Garnett Rooney, Douglastown, Que., concerning loss of keg of Nails shipped from Truro, N.S.
- File 7287.28.*—Application of Mr. J. Paul Leonard, Secretary of the St. Jerome Chamber of Commerce concerning commutation fares between Montreal and St. Jerome, Que.
- File 44955.*—Application of Railway Association of Canada for increase in tariffs of express tolls for meeting motor truck competition.
- File 29159.670.*—Application of Photogravure Canada and Art Canada, Montreal, Que., for telephone service.
- File 28233.28.*—Complaint of Mr. John W. Brisco, Renfrew, Ont., regarding charges collected on shipment of carload of Cattle from Portage du Fort, Que., to Deer River, N.Y.
- File 39422.2.*—Application of United States and Canadian railways for authority to increase international rates pursuant to Interstate Commerce Commission proceedings in Ex Parte Nos. 148—162, December 5, 1946.
- File 3574.489.*—Application of Association of French Speaking Headmasters, Montreal, for reduction in the exchange rates for telephones located in schools.
- File 3574.412.*—Complaint of Miss Sophie Kohen, Toronto, concerning unsatisfactory telephone service.
- File 44946.*—Application of Northern Ontario Associated Boards of Trade, Kirkland Lake, Ont., for reduction in freight rates applicable between Ontario Northland Railway points and stations on the Canadian National and Canadian Pacific Railways in Southern Ontario and Quebec.
- File 3839.789.*—Complaint of Mr. F. J. Watts, Cannington, Ont., concerning unsatisfactory telephone service.
- File 3839.835.*—Complaint of Mr. George Smith of Nanticoke, Pa., concerning telephone service furnished at Calabogie, Ont.
- File 44796.1.*—Application of the Hudson's Bay Company, Winnipeg, Man., for ruling of the Board concerning agreement between the Hudson's Bay Company and The Consolidated Mining and Smelting Company of Canada, Limited, dealing with tolls and other matters.

## TRAFFIC ORDERS 1946

- Order 66876, January 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry. Co., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66879, January 3.*—Approving Supplement 4 to agreement between the Bell Telephone Co., and the Commissioners for the telephone system of the Municipality of the Township of North Easthope.
- Order 66896, January 8.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Rys., under Sec. 3.
- Order 66907, January 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Rys., under Sec. 3.
- Order 66820, January 18.*—Approving under Maritime Freight Rates Act tolls published in Tariff C.T.C. No. E. 5052 and Supplement No. 1 thereto, filed by Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66920, January 18.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 129 to Canadian Pacific Ry. Co.
- Order 66924, January 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Rys., under Sec. 3.
- Order 66932, January 21.*—Approving service station contract between Bell Telephone Co., and the Geneva Rural Telephone Association.
- Order 66944, January 23.*—Approving service station contract between the Bell Telephone Co., and the Lachute Rural Telephone Association.
- Order 66948, January 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 66949, January 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 3.
- Order 66960, January 28.*—Directing, upon the application of The Swanson Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from the spur at mileage 11.2 west of Edson, Alta., on the Canadian National Rys., Brule Subdivision.
- Order 66961, January 28.*—Approving Supplement 7 to service station contract between the Bell Telephone Co., and the Byron Telephone Co. Ltd.
- Order 66962, January 28.*—Approving supplemental agreement to agreement between the Bell Telephone Co., and the New England Telephone and Telegraph Co.
- Order 66990, February 4.*—Approving traffic agreements between the Bell Telephone Co., and the Canadian Pacific Ry., covering interchange of traffic over the Sudbury-Little Current Telephone Line and the Sudbury-Creighton Mine Telephone Line.
- Order 66995, February 4.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 130 to St. Lawrence Steamships Ltd.
- Order 67000, February 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Rys., under Sec. 3.
- Order 67016, February 11.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Rys., under Sec. 3.
- Order 67019, February 12.*—Approving agreement as to definition of "overseas message toll telephone service" from the Pacific Telephone and Telegraph Co., to the British Columbia Telephone Co.
- Order 67024, February 15.*—Approving supplementary agreement between the Bell Telephone Co., and the Canadian Marconi Co., covering ship-to-shore radio telephone service via Toronto.
- Order 67025, February 15.*—Approving supplementary agreement between the Bell Telephone Co., and the Canadian Marconi Co.
- Order 67028, February 15.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 131 to Northwest Steamships Ltd.
- Order 67029, February 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67051, February 23.*—Approving Supplement 3 to agreement between the Bell Telephone Co., and the Commissioners for the telephone system of the Municipality of the Township of Cumberland.

- Order 67052, February 23.*—Approving traffic agreement between the Bell Telephone Co., and James E. Dunfield, Proprietor of Dunfield Electric.
- Order 67056, February 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67057, February 25.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 132 to The Niagara, St. Catharines and Toronto Ry. Co.
- General Order 681, February 28.*—Approving Supplement No. 12 to Canadian Freight Classification No. 19, with the exception of Items 14 to 18, Page 5, pending further representations and decision of the Board.
- Order 67086, March 4.*—Amending Order 66960, dated January 28, 1946, fixing charges for the transportation of Lumber and Forest Products between Stations in Western Canada for The Swanson Lumber Co. Ltd., by striking out the words “the spur at mileage 11.2 West of Edson, Alta., on the Canadian National Rys., Brule Subdivision”, where it appears in the operative part of the Order, and substituting in lieu thereof the words Hornbeck, “Alberta”.
- Order 67087, March 4.*—Directing, upon the application of W. T. Nance, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Harlech, Alta., and spur at mileage 141.75 Canadian National Rys., Brazeau Subdivision.
- Order 67095, March 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67108, March 8.*—Approving Supplement No. 1 to service station contract between the Bell Telephone Co., and the White Telephone System, Ltd.
- Order 67110, March 8.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 133 to Upper Lakes and St. Lawrence Transportation Co. Ltd.
- Order 67114, March 11.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 134 to the Abitibi Navigation Co. Ltd.
- Order 67116, March 12.*—Approving Supplement No. 2 to agreement between the Bell Telephone Co., and La Compagnie de Telephone Soulanges, Ltée.
- Order 67117, March 12.*—Approving traffic agreement between the Bell Telephone Co., and Joseph W. Peters and Gerald E. Peters, Proprietors of the Yarker Radio and Telephone Service.
- Order 67118, March 12.*—Approving Supplement 2 to agreement between the Bell Telephone Co., and Manly Foster, owner of the Yarker Telephone Co.
- Order 67120, March 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67121, March 12.*—Approving Revised Appendix A to traffic agreement between the Bell Telephone Co., and the Home Telephone Co. Ltd.
- Order 67126, March 13.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 135 to Sarnia Steamships, Ltd.
- Order 67127, March 13.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 136 to Colonial Steamships, Ltd.
- Order 67128, March 14.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 138 to Canada Steamship Lines, Ltd.
- Order 67129, March 14.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 139 to Canada Steamship Lines, Ltd.
- Order 67134, March 14.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 137 to Ontario Car Ferry Co. Ltd.
- Order 67141, March 18.*—Approving Supplement 2 to agreement between the Bell Telephone Company and James E. Dunfield, Proprietor of Dunfield Electric.
- Order 67150, March 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67151, March 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry. Co., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67164, March 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67167, March 25.*—Directing, upon the application of the J. R. Bickell Lumber Co., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Grande Prairie, Alta.



- Order 67176, March 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 67178, March 29.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 140 to The Georgian Bay Tourist Company of Midland, Ltd.
- Order 67180, March 29.*—Approving revised Appendix A to traffic agreement between the Bell Telephone Co., and Alexandre Hebert (Telephone de Lotbiniere & Nicolet.)
- Order 67187, March 30.*—Rescinding Order No. 66843, dated December 20, 1945, which suspended until further Order of the Board cancellation of proportional rates from Detroit, Michigan, on Bananas, Vegetables and Citrus Fruits.
- Order 67188, April 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67223, April 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67224, April 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67225, April 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 67226, April 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67227, April 6.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and La Compagnie de Telephone de Gently.
- Order 67232, April 9.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 141 to Canada Steamship Lines, Ltd.
- Order 67236, April 10.*—Approving Appendix A to agreement between the Bell Telephone Co., and La Cie de Telephone Soulanges Ltee.
- Order 67239, April 11.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and La Compagnie de Telephone d'Yamaska Ltee.
- Order 67240, April 11.*—Approving traffic agreement between the Bell Telephone Co., and Jean Louis Levesque (Le Telephone du Nord).
- Order 67241, April 12.*—Approving Appendix A and Supplements Nos. 4 and 5 to agreement between the Bell Telephone Co., and La Compagnie de Telephone Nationale.
- Order 67243, April 12.*—Approving Appendix A to agreement between the Bell Telephone Co., and La Compagnie Canadienne de Telephone.
- Order 67248, April 15.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and The Derby Telephone Co. Ltd.
- Order 67249, April 15.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and the Kemble-Sarawak Telephone Co. Ltd.
- Order 67250, April 11.*—Approving Supplement 2 to agreement between the Bell Telephone Co., and Omer Lacoste (Le Telephone du Nord.)
- Order 67257, April 17.*—Declaring the charges properly applicable on Tin Cans shipped by the Continental Can Company of Canada, Ltd., from St. Laurent (Montreal) to Toronto, Ont.
- General Order 684, April 16.*—Approving Items 14 to 18, covering Dry Residual Yeast, which were deleted from Supplement No. 12 to Canadian Freight Classification, Page 5, by General Order No. 681.
- Order 67263, April 16.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and Edouard Villeneuve.
- Order 67264, April 16.*—Approving service station contract between the Bell Telephone Co., and Bastien Service Station.
- Order 67265, April 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67269, April 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67276, April 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.



- Order 67282, April 24.*—Approving amendment to agreement between the British Columbia Telephone Co., and The Pacific Telephone and Telegraph Co.
- Order 67288, April 24.*—Approval of Agreed Charge on Latex (Liquid Crude Rubber) in Tank Cars for the Polymer Corporation, from Sarnia, Ont., to Hamilton, Kitchener and Toronto, Ont.
- Order 67297, April 26.*—Approving Resolution of the Hudson's Bay Co., authorizing the Manager, Transport Department, Mackenzie River Division, to prepare and issue tariffs of tolls.
- Order 67298, April 26.*—Directing, upon the application of the Imperial Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Athabasca, Slave Lake and Mayerthorpe, Alta.
- Order 67308, April 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3 and certifying the Canadian Pacific Ry. Co's., proportion of the normal toll for reimbursement purposes under Sec. 9.
- Order 67309, April 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67310, April 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67311, April 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Sections 3 and 9 certifying normal tolls for reimbursement purposes.
- Order 67312, May 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 67316, May 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67330, May 7.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67366, May 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3. and certifying the Temiscouata Railway Company's proportion of the normal toll for reimbursement purposes under Sec. 9.
- Order 67367, May 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Sydney & Louisburg Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67372, May 16.*—Directing, upon the application of S. Pachkowski, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Akosane, Sask.
- Order 67384, May 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67385, May 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67399, May 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67405, May 23.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 142 to McInnes Products Corporation, Ltd., Edmonton, Alta.
- Order 67407, May 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67417, May 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Sydney & Louisburg Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67428, May 29.*—Approving Resolution of the Northern Transportation Co. Ltd., authorizing the Managing Director of the company to prepare and issue tariffs of tolls.
- Order 67429, May 30.*—Approving revised sheets of Tariff C.T.C. No. 25 filed by the British Columbia Telephone Co., as listed in Filing Advice No. 162, dated May 18, 1946.

- Order 67434, May 31.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67439, May 31.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9. and certifying normal tolls for reimbursement purposes.
- Order 67440, May 31.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 67448, June 3.*—Approval of Agreed Charge on Tin Plate, Terne Plate and Black Plate, Carloads, for the Continental Can Company of Canada, Ltd., from Hamilton, Ont., to New Toronto and Toronto, Ont.
- Order 67459, June 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67460, June 4.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and Le Telephone Labelle.
- Order 67465, June 7.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67467, June 7.*—Approving conditions to be printed on passes issued by the Niagara Falls Bridge Commission limiting its liability.
- Order 67479, June 11.*—Directing, upon the application of Wong and Tetlock, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest products shipped by the applicants from Dillabough, Sask.
- Order 67486, June 11.*—Approving Resolution of the Yellowknife Transportation Co. Ltd., authorizing the President of the company to prepare and issue tariffs of tolls.
- Order 67487, June 11.*—Approving Resolution of McInnes Products Corporation, Ltd., authorizing the Manager of the company to prepare and issue tariffs of tolls.
- Order 67488, June 11.*—Approving Standard Freight Tariff C.T.C. No. 1 filed with the Board by McInnes Products Corporation, Ltd.
- Order 67489, June 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 67490, June 11.*—Approving Supplement 1 to agreement between the Bell Telephone Co., and the Lake Geneva Mining Co. Ltd.
- Order 67497, June 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67504, June 17.*—Approving Standard Freight Tariff C.T.C. No. 1 and Standard Passenger Tariff C.T.C. No. 1 filed with the Board by the Hudson's Bay Co.
- Order 67508, June 15.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 144 to The Governor and Company of Adventurers Trading into Hudson's Bay.
- Order 67512, June 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67515, June 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67534, June 24.*—Authorizing increases in through rates and charges on freight traffic between the United States and Canada, also between points in the United States through Canada, to conform (with some exceptions) to increases granted by the Interstate Commerce Commission in Ex Parte Nos. 148—162 to carriers operating in the United States.
- Order 67540, June 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67548, June 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67550, June 27.*—Directing, upon the application of L. A. Pawlowicz, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 60373, dated February 26, 1941, for the transportation of Eggs shipped by the applicant from Ethelbert, Man.
- Order 67577, July 2.*—Authorizing increases in import and export freight rates between Canadian points and Canadian St. Lawrence, Atlantic and Pacific ports to extent necessary to maintain parity with rates to and from United States ports and differential relationships existing prior to July 1st, 1946, for similar adjustment in tariffs applicable on traffic to and from Newfoundland and the Islands of St. Pierre and Miquelon to maintain relationship or parity existing before July 1, 1946.

- Order 67578, June 21.*—Authorizing issuance of Licence No. C.T.C. (W.T.) 145 to Northern Transportation Co. Ltd.
- Order 67579, July 2.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67586, July 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67605, July 8.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67606, July 9.*—Permitting the Bell Telephone Co., to file with the Board, on less than statutory notice, tariff amendments coincident with the closing of its Exchange at Marlbank, Ont.
- Order 67607, July 8.*—Directing, upon the application of the Western Construction & Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Spirit River, Alta.
- Order 67608, July 9.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and the Jackson Telephone Co. Ltd.
- Order 67612, July 9.*—Approving Supplement No. 14 to Express Classification for Canada No. 8.
- Order 67613, July 10.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 143 to Yellowknife Transportation Co. Ltd.
- Order 67617, July 10.*—Approving Standard Freight Tariff C.T.C. No. 2 filed with the Board by the Yellowknife Transportation Co. Ltd.
- Order 67642, July 17.*—Approving Standard Freight Tariff C.T.C. No. 1 filed with the Board by Northern Transportation Co. Ltd.
- Order 67644, July 18.*—Prescribing for the use of commercial water carriers (Mackenzie River area) Classification of Accounts and Annual Statement Forms Nos. 2, 3 and 4.
- Order 67655, July 19.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and La Conception Telephone Co.
- Order 67661, July 22.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67665, July 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67691, July 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67692, July 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67693, July 27.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 certifying normal tolls for reimbursement purposes.
- Order 67695, July 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67700, July 31.*—Approving revised sheets of Tariffs C.T.C. Nos. 6652 and 6658 filed by the Bell Telephone Co., as listed in Filing Advice No. 3206, dated July 24, 1946.
- Order 67727, August 2.*—Approving Supplement 2 to traffic agreement between the Bell Telephone Co., and The Peoples Mutual Telephone Co. Ltd.
- Order 67728, August 2.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and the Hampshire Telephone Co. Ltd.
- Order 67729, August 2.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and The Pine Grove Telephone Association, Ltd.
- Order 67734, August 2.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and the Laurel Telephone System.
- Order 67735, August 3.*—Directing, upon the application of Highway Egg Station, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 60373, dated February 26, 1941, for the transportation of Eggs shipped by the applicant from Deloraine, Man.



- Order 67738, August 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67746, August 7.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Cumberland Railway & Coal Co., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67770, August 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67800, August 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67806, August 21.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and The Leith and Annan Telephone Co. Ltd.
- Order 67815, August 21.*—Approving the French text of "Livestock Special Contract" and "Special Contract with Attendants in Charge of Stock", submitted by the Quebec Central Ry. Co.
- Order 67825, August 29.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67826, August 29.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67845, September 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67846, September 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67851, September 6.*—Approving Appendix No. 2 to traffic agreement between the Bell Telephone Co., and Le Telephone du Nord.
- Order 67852, September 6.*—Approving traffic agreement between the Bell Telephone Co., and La Corporation de Telephone de Joliette.
- Order 67858, September 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67889, September 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3 and certifying the Temiscouata Railway Company's proportion of the normal toll for reimbursement purposes under Sec. 9.
- Order 67890, September 13.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67897, September 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67898, September 17.*—Approving Appendix A and Supplement 2 to traffic agreement between the Bell Telephone Co., and The Perkins Telephone Co. Ltd.
- Order 67900, September 17.*—Approving agreement between the Bell Telephone Co., and the Province of Ontario (Department of Lands and Forests).
- Order 67919, September 20.*—Approving traffic agreement between the Bell Telephone Co., and La Cie de Telephone de St. Gregoire.
- Order 67923, September 19.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and La Cie de Telephone Rurale Ste. Angele de Laval.
- Order 67924, September 20.*—Approving traffic agreement between the Bell Telephone Co., and La Cie de Telephone de Becancourt.
- Order 67931, September 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67934, September 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 67941, September 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 67946, September 24.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and Syndicat Co-operatif de Telephone de Valcourt.
- Order 67969, September 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.



- Order 67988, October 7.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68019, October 10.*—Approving amendments to Standard Freight Tariff C.T.C. No. F. 1 and Standard Passenger Tariff C.T.C. No. P. 1 filed with the Board by the Hudson's Bay Co.
- Order 68021, October 11.*—Directing, upon the application of S.N.A. Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Edson, Alta.
- Order 68030, October 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68055, October 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Temiscouata Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68056, October 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68057, October 21.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and La Ligne Peres Jesuites.
- Order 68058, October 22.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68072, October 25.*—Approval of an Agreed Charge on Petroleum Products for Cities Service Oil Co. Ltd., McColl-Frontenac Oil Co. Ltd., and Shell Oil Company of Canada, Ltd., from Montreal (Moreau Street), Que., to Hull, Que., and Ottawa, Ont.
- Order 68073, October 26.*—Directing, upon the application of Imperial Oil Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Montreal (Cote St. Paul) and Montreal East, Que., to Hull, Que., and Ottawa, Ont.
- Order 68074, October 26.*—Directing, upon the application of The British American Oil Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Hochelaga, Montreal East, Montreal (Moreau Street), Que., to Hull, Que., and Ottawa, Ont.
- Order 68075, October 26.*—Approving revised sheets of Tariff C.T.C. No. 25 filed by the British Columbia Telephone Co., as listed in Filing Advice No. 163, dated October 15, 1946.
- Order 68080, October 28.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68083, October 29.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68087, October 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68098, November 1.*—Upon application of Canadian Freight Association on behalf of railway companies, approving temporary tariff provision covering release of responsibility in connection with the acceptance of Uncleaned Sweet Clover Seed, Carloads, in Bulk.
- Order 68110, November 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68111, November 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68117, November 5.*—Approving Agreement between the Bell Telephone Co., and the Canadian Marconi Company.
- Order 68118, November 5.*—Approving Supplement 1 to service station contract between the Bell Telephone Co., and the Mount Granite Telephone Co. Ltd.
- Order 68121, November 6.*—Approving traffic agreement between the Bell Telephone Co., and Le Reseau de Telephone Shawinigan Valley.
- Order 68122, November 6.*—Approving Appendix No. 2 to traffic agreement between the Bell Telephone Co., and Le Reseau de Telephone Shawinigan Valley.
- Order 68131, November 7.*—Approving Appendix A to agreement between the Bell Telephone Co., and La Compagnie de Telephone Nationale.
- Order 68145, November 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.

- General Order 695, November 14.*—Prescribing regulations with respect to the publication and filing of Canadian Freight Classification and the Express Classification for Canada.
- Order 68168, November 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68171, November 19.*—Approving traffic agreement between the Bell Telephone Co., and the Long Lac Telephones, Ltd.
- Order 68172, November 19.*—Approving Supplement 2 to traffic agreement between the Bell Telephone Co., and the Beardmore Telephone Co. Ltd.
- Order 68174, November 19.*—Approving Supplement 2 to traffic agreement between the Bell Telephone Co., and the Thunder Bay Telephone Co. Ltd.
- Order 68183, November 19.*—Approving Supplement 2 to traffic agreement between the Bell Telephone Co., and the Maniwaki Power and Telephone Co.
- Order 68184, November 19.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and the Newburg Rural Telephone System.
- Order 68196, November 23.*—Approving Supplement 13 to Canadian Freight Classification No. 19.
- Order 68197, November 22.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and the Arden & Parham Telephone System.
- Order 68199, November 22.*—Approving Appendix A to traffic agreement between the Bell Telephone Co., and The Redden Telephone Co, Ltd.
- Order 68208, November 23.*—Approving Supplement 3 to traffic agreement between the Bell Telephone Co., and Le Telephone Milot.
- Order 68209, November 23.*—Approving traffic agreement between the Bell Telephone Co., and Le Telephone Milot.
- Order 68216, November 26.*—Amending Order No. 66820, dated January 18, 1946, approving under Maritime Freight Rates Act tolls published in Tariff C.T.C. No. E. 5052, filed by the Canadian Pacific Ry., under Sec. 9.
- Order 68227, November 28.*—Directing, upon the application of Sun Oil Company, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Montreal East and Montreal, Que., to Ottawa, Ont., and Hull, Que.
- Order 68229, November 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68234, December 2.*—Directing, upon the application of Canadian Oil Companies, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of Petroleum Products shipped by the applicant from Hochelaga, Montreal East and Montreal (Moreau Street), Que., to Ottawa, Ont., and Hull, Que.
- Order 68239, December 2.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68244, December 3.*—Directing, upon the application of Lee Borden, the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Demmitt, Alta.
- Order 68276, December 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 68277, December 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 68280, December 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68281, December 10.*—Approving Appendix A and Supplement 3 to agreement between the Bell Telephone Co., and The James MacLaren Co. Ltd.
- Order 68282, December 10.*—Approving Appendix No. 2 to agreement between the Bell Telephone Co., and Le Reseau Telephone Gravel.
- Order 68283, December 10.*—Approving traffic agreement between the Bell Telephone Co., and La Cie de Telephone du Chateau Richer Enrg.
- Order 68284, December 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec 3, and certifying the Dominion Atlantic Ry., proportion of the normal tolls for reimbursement purposes under Sec. 9.

- Order 68285, December 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Ry., under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 68286, December 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Ry., under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 68296, December 11.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Ry., under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 68300, December 11.*—Declaring that the 2nd Class rating was legally applicable on carload shipments of Military Vehicles officially described as "Truck, 15 cwt., Armoured" from Oshawa, Ont., to Eastern Canadian ports and to United States North Atlantic ports for export, which moved during the years 1944 and 1945.
- Order 68308, December 14.*—Requiring the Northern Alberta Rys. Co., to revise all its tariffs applying locally on its Lac la Biche and Waterways Subdivisions and between Edmonton and Waterways, Alta., and intermediate points, in both directions, by reducing all rates published in such tariffs to the scales of rates applying on the other portions of the Northern Alberta Rys.
- Order 68309, December 14.*—Approving service station contract between the Bell Telephone Co., and Standard Telephone Co. Ltd.
- Order 68310, December 14.*—Directing, upon the application of Wm. Anthony Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of Lumber and Forest Products shipped by the applicant from Antross, Alta.
- Order 68319, December 17.*—Approving Supplement 3 and Appendix A to agreement between the Bell Telephone Co., and the City of Fort William.
- Order 68320, December 16.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68338, December 18.*—Approving agreement between the Bell Telephone Co., and the K. W. Biglow Lumber Co.
- Order 68340, December 19.*—Authorizing increases in through rates and charges on freight traffic between the United States and Canada, also between points in the United States through Canada, to conform (with some exceptions) to increases granted by the Interstate Commerce Commission in Ex Parte Nos. 148-162 to carriers operating in the United States; also, increases in import and export freight rates between Canadian points and Canadian St. Lawrence, Atlantic and Pacific ports to extent necessary to maintain parity and differential relationships with rates to and from United States ports and for similar adjustment in tariffs applicable on traffic to and from Newfoundland and the Islands of St. Pierre and Miquelon to extent necessary to maintain such parity and relationship.
- Order 68341, December 18.*—Approving Appendix No. 2 to traffic agreement between the Bell Telephone Co., and La Compagnie de Telephone de Spring Hill.
- Order 68342, December 18.*—Approving traffic agreement between the Bell Telephone Co., and Joseph Audet, Proprietor of La Compagnie de Telephone de Spring Hill.
- Order 68344, December 18.*—Approving agreement between the British Columbia Telephone Co., and His Majesty the King, represented and acting by The Honourable The Minister of Public Works for Canada.
- Order 68351, December 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sections 3 and 9 and certifying the Canadian Pacific Ry. Co.'s., proportion of normal tolls for reimbursement purposes.
- Order 68352, December 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68366, December 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Ry., under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68371, December 24.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Rys., under Sec. 3.
- Order 68376, December 24.*—Approving Supplement No. 1 to service station contract between the Bell Telephone Co., and The New Dundee Rural Telephone Co. Ltd.
- Order 68386, December 28.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Temiscouata Ry. Co., under Sec. 9 and certifying normal tolls for reimbursement purposes.

W. E. CAMPBELL,

*Director.*

OTTAWA, January 17th, 1947.



## APPENDIX "D"

FEBRUARY 12th, 1947.

The Secretary,  
Board of Transport Commissioners for Canada,  
Ottawa, Ont.

DEAR SIR,—I submit herewith my Annual Report and information regarding the work of the Engineering Branch of the Board during the past year.

## INTERLOCKING PLANTS, AND CHANGES TO PLANTS AND SIGNALS

Recommendations were made in connection with changes to 26 interlocking plants, and 35 interlocking plants were inspected in connection with Operating Orders.

When applications are made by the railways for approval of plans, covering the installation of, and changes to, signals and interlocked switches at diamond crossings, bridges, or junctions, a thorough check of track and signal plant is made to ensure that the plant is designed to provide full protection for all train movements through the interlocking, with signals and switches so arranged and interlocked mechanically, electrically, or both, to prevent trains from receiving conflicting indications.

Before the plants were placed in service, the Board's Engineer made a check in the field in all cases to ensure that circuits were installed in accordance with approved plan, and that the signals and switches functioned as intended. Recommendation was made to the Board in all cases in connection with the necessary Operating Order before the plants were put in operation.

## PROTECTION AT HIGHWAY CROSSINGS BY WIG-WAGS AND BELLS, FLASHING LIGHT SIGNALS AND BELLS, AND ELECTRIC GATES

During the year there were 69 installations of automatic protection at railway crossings, in addition to some 23 cases of circuit improvement in connection with existing protective devices.

Applications for automatic protection at railway highway level crossings are made by Municipal and Provincial Highway Authorities, sometimes by the Railways. Other cases are brought to the Board's attention by the officers of the Board. All applications do not result in installation of the protection applied for, but in the majority of cases all applications entail an inspection by an Engineer of the Board and his report for the Board's decision.

In the case of all installations the Board's Engineers made inspections and conducted a thorough test to ascertain if the installation had been made in accordance with the approved practice and plans, and if the protection was working in a satisfactory manner. An audit of all costs of protection installed was made by an Engineer of the Board. This involved the checking of all items of labour, material, as well as the original invoices. Recommendation was then made in connection with payment from the Railway Grade Crossing Fund, or special fund.

There were many inspections made during the year in connection with applications for highway crossing protection which did not result in installation, since as a result of the inspection it was found that conditions did not warrant the protection applied for.



## HIGHWAY CROSSINGS OPENED, CLOSED, AND HIGHWAY DIVERSIONS

There were 77 new highway crossings opened during the year and 15 closed, together with 6 highway diversions. The highway crossings opened involved cases where the railway companies wished to extend their tracks across the existing public ways, and where Municipal and Highway Authorities desired to cross existing tracks by new, or diverted, highways.

Plans and profiles of the proposed crossings were carefully examined by Engineers of the Board, in order to endeavour to eliminate any objectionable features, such as obstruction to view, grades of approach, etc., and to bring about the safest possible travel conditions. A great many of the cases applied for required an examination on the ground, and recommendations were made following the inspections. Inspections were made in connection with highway diversions to eliminate wherever possible existing railway crossings.

## BRIDGES

During the year there were 43 bridges and subways approved for construction and re-construction. The use of heavier motive power has made it necessary to carry out various works capable of safely carrying the heavier rolling stock at speeds greatly in excess of those in existence some years ago. This involves strengthening and re-construction of bridges and culverts. The plans in connection with these structures were all submitted and were examined by an Engineer of the Board, and recommendation was made to the Board in connection therewith. After the structures were completed, examinations were made in all cases by an Engineer of the Board to ascertain if the structures were built according to the approved plan and safe for the carriage of traffic.

## MAINTENANCE OF TRACK AND STRUCTURES

One of the important duties of the Engineering Department of the Board is the inspection of track conditions to ensure safety of travel over approximately 56,000 miles of railway trackage in Canada under the Board's jurisdiction. The Board's Engineers throughout the year travelled over and inspected all the Main Lines of railway and a considerable mileage of branch lines, to ensure the safety of track for public travel. Particular close and intensive examination was made of any Subdivisions where any accident took place to ensure that standard practice and standard precautions had been taken, and the trackage was being properly maintained.

## TUNNELS, WATER, GAS, SEWER PIPES, UNDERGROUND MINE WORKINGS

In addition to the inspections enumerated above, plans were examined in connection with applications for water, gas and sewer pipes passing under the railways. In a number of cases these involved an inspection in the field. Plans were also examined in connection with applications for mining tunnels, and inspections made with regard to the safety of travel through them.

A number of applications were received in connection with underground workings closely approaching the railway right-of-way, and examinations and recommendations were made to ensure every safety precaution for the Board's consideration in issuing Order.

## RAILWAY GRADE CROSSING FUND, AND SPECIAL VOTES

In accordance with the provisions of sub-section (5) of Section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000.00 each year, for ten consecutive years from the first day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual con-

struction work for the protection, safety, and convenience of the public in respect of highway crossings of railways at rail level, in existence on the first day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost, (not including that of maintenance and operation) of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929.

An amount of \$500,000.00 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000.00 from the Unemployment and Farm Relief Fund 1931-1932; \$500,000.00 by special vote of Parliament in 1931. In 1938, \$300,000.00 was placed in the Railway Grade Crossing Fund in addition to the usual \$200,000.00 and \$500,000.00 was placed in the Railway Grade Crossing Fund by special vote in 1939; \$1,000,000.00 by the Public Works Construction Act, 1935; \$1,000,000.00 by Vote 420, Special Supplementary Estimates, 1936-37; Vote 357, Special Supplementary Estimates, 1937-38, \$1,064,000.00, Vote 630, Supplementary Estimates 1938-39, provided \$1,000,000.00, and Vote 585, Supplementary Estimates 1939-40, provided \$1,000,000.00, making the total provided to the end of the year 1939 of \$13,364,000.00. Out of these funds the sum of \$11,762,761.88, has already been paid.

The funds voted to the Railway Grade Crossing Fund are accumulative, whereas the money provided by the Special Votes had to be committed to projects by the end of the current fiscal year, when the vote elapsed, and funds not already committed were no longer available.

Expenditures from the Railway Grade Crossing Fund were low during the War years due to labour and material being directed to War purposes, and recommendations were only made for protection at highway crossings when absolutely necessary at the time.

In 1928, the Railway Act was amended by Chapter 43, 18-19 George V., and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall not exceed 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.00. Under the terms of the Public Works Construction Act, 1935, Vote 420 of the Special Supplementary Estimates, 1936-37; Vote 357 of the Special Supplementary Estimates, 1937-38; Vote 630 Supplementary Estimates, 1938-39; and Vote 585 Supplementary Estimates, 1939-40; grants could be made up to 100 per cent of the cost of construction out of the funds provided under those Acts. Following statements show the distribution of funds provided for the protection of highways crossing railways from 1909, when the first grant was made, to December 31st, 1946.

The Board's Chief Engineer has assisted throughout the last year in a Dominion-wide survey in connection with grade separation projects for consideration by the Reconstruction Department as possible post-war works.

The Engineering Department wishes to express its appreciation of the co-operation extended to it at all times during the past year by officials and Engineers of the Provincial Highways Departments, Municipalities and Railways.

I attach herewith details and summarized statement of works of the Engineering Department during the year 1946.

D. G. KILBURN

*Chief Engineer.*

STATEMENT SHOWING TOTAL AMOUNT PAID FOR WORK DONE IN THE DIFFERENT PROVINCES OUT OF THE RAILWAY GRADE CROSSING FUND AND SPECIAL VOTES—PERCENTAGE OF TOTAL EXPENDITURE IN EACH PROVINCE, AND PERCENTAGE OF POPULATION OF CANADA IN EACH PROVINCE, 1909 TO DECEMBER 31, 1946

Province	Total expenditure from the different Votes	Percentage of total amount of expenditure	Population of Province	Percentage of population of Canada
	\$ cts.			
British Columbia.....	772,320 41	6.65	817,161	7.11
Alberta.....	393,474 69	3.33	796,169	6.93
Saskatchewan.....	629,954 06	5.34	895,992	7.80
Manitoba.....	344,926 78	2.92	729,744	6.35
Ontario.....	5,852,208 23	49.74	3,787,655	32.97
Quebec.....	2,730,603 86	23.20	3,331,882	29.00
New Brunswick.....	299,469 74	2.54	457,401	3.98
Nova Scotia.....	717,043 49	6.09	577,962	5.03
Prince Edward Island.....	22,760 62	0.19	95,047	0.83
Total.....	11,762,761 88	100	11,489,013	100

ENGINEERING DEPARTMENT,  
JANUARY 4, 1947.

## EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSING

1909 TO DECEMBER 31, 1946

Province	Grade Crossing Fund	Percentage of Total	Provinces and Municipalities	Percentage of Total	Railway	Percentage of Total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia.....	772,320 41	39.86	751,809 34	38.81	413,304 31	21.33	1,937,434 06
Alberta .....	393,474 69	32.42	417,161 82	34.36	403,278 83	33.22	1,213,915 34
Saskatchewan.....	629,954 06	36.33	770,668 65	44.45	333,178 12	19.22	1,733,800 83
Manitoba.....	344,926 78	43.93	204,762 31	26.08	235,438 41	29.99	785,127 50
Ontario.....	5,852,208 23	20.29	9,328,895 65	32.35	13,654,500 90	47.36	28,835,604 78
Quebec .....	2,730,603 86	38.89	3,373,556 15	48.04	917,891 91	13.07	7,022,051 92
New Brunswick.....	299,469 74	44.95	205,297 53	30.81	161,429 22	24.24	666,196 49
Nova Scotia.....	717,043 49	46.03	592,942 45	38.06	247,864 87	15.91	1,557,850 81
Prince Edward Island.....	22,760 62	60.08	12,822 98	33.85	2,300 94	6.07	37,884 54
Total.....	11,762,761 88	26.86	15,657,916 88	35.76	16,369,187 51	37.38	43,789,866 27

The above figures include payments from the Railway Grade Crossing Fund and all other Votes for highway crossing protection.

ENGINEERING DEPARTMENT,  
JANUARY 4, 1947.



## CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Per Cent	Con-tribution
Flashing light signals (2) and bell (1)	Crossing at Hebron, N.S.	D.A. Ry.	40	\$ 1,600 00
Establish sight lines	Crossing in Lot 29, Township of Guelph, Ont.	C.N.R.	40	110 00
Improve grade	Gault Road, South Bay, N.B.	C.P.R.	40	440 00
Flashing light signals (2) and bell (1)	Gault Road, South Bay, N.B.	C.P.R.	40	1,320 00
Flashing light signals (2) and automatic gates	Neebing Ave. West, Fort William, Ont.	C.P.R.	40	3,400 00
Flashing light signals (2) and bell (1)	Crossing at Nelles Corners, Ont.	C.N.R.	40	806 12
Flashing light signals (2) and bell (1)	Kamloops—Tranquille Highway, 1 mile west of Kamloops	C.P.R.	40	2,400 00
Subway	Highway No. 44 in Section 16, Township 26, Range 16 W3M	C.P.R.	40	12,000 00
Flashing light signals (2) and bell (1)	Crossing 1.38 miles east of Komoka, Ontario	C.P.R.	40	1,280 00
Additional wigwag and change track circuit	Dundas Street, London, Ontario	C.N.R.	40	512 00
Flashing light signals (2) and bell (1) in lieu of existing bell	Prince William Street, Newcastle, N.B.	C.N.R.	40	1,058 00
Flashing light signals (2) and bell (1)	Highway No. 3 at Canfield Station, Ontario	C.N.R.	40	1,080 00
Establish sight lines	First crossing west of Tillsonburg Jct. County of Elgin, Ontario	C.N.R.	40	60 00
Flashing light signals (2) and bell (1) and short arm gates in lieu of existing bells and wigwags	Queen Street, Tilbury, Ontario	M.C.R.	40	3,040 00
Flashing light signals (2) and bell (1)	Crossing at Wilmot, N.S.	D.A. Ry.	40	1,210 00
Flashing light signals (4) and bell (1)	McDonnell Street at Park Street, Peterboro, Ont.	C.N.R.	40	1,600 00
Flashing light signals (2) and bell (1)	St. Redempteur St., Hull, Que.	C.P.R.	40	2,232 00
Flashing light signals (2) and bell (1) in lieu of existing bell	John Street, Arnprior, Ont.	C.P.R.	40	1,050 00
Flashing light signals (2) and bell (1) in lieu of existing bell	Albert Street, Alliston, Ont.	C.P.R.	40	1,200 00
Flashing light signals (2) and bell (1) in lieu of bell and wigwag	Victoria Street, Alliston, Ont.	C.P.R.	40	600 00
Flashing light signals (2) and bell (1) in lieu of bell and danger sign	Lake Street, Carleton Place, Ont.	C.P.R.	40	960 00
Flashing light signals (2) and bell (1)	White Lake Road, Pakenham, Ont.	C.P.R.	40	1,200 00
Flashing light signals (2) and bell (1)	Albert Street, Carleton Place, Ont.	C.P.R.	40	1,200 00
Flashing light signals (3) and bell (1)	Moore Street, two flashing light signals and one bell and one additional flashing light signal at Monro Street, Carleton Place, Ont.	C.P.R.	40	1,760 00
Flashing light signals (2) and bell (1) in lieu of wigwag	Daniel Street, Arnprior, Ont.	C.P.R.	40	820 00
Flashing light signals (2) and bell (1)	Crossing at Elmsdale, N.S.	C.N.R.	40	1,360 00
Flashing light signals (2) and bell (1)	William Street, Carleton Place, Ont.	C.P.R.	40	800 00
Flashing light signals (2) and bell (1)	Hall Street, Renfrew, Ont.	C.P.R.	40	1,600 00
Flashing light signals (2) and bell (1)	Renfrew Street, Renfrew, Ont.	C.P.R.	40	1,800 00
Flashing light signals (2) and bell (1)	Highway No. 29, Con. 8 and 9, Township of Ramsay, Ont.	C.P.R.	40	1,000 00
Flashing light signals (2) and bell (1)	Argyle Street, Renfrew, Ont.	C.P.R.	40	840 00
Flashing light signals (2) and bell (1)	Egerton Street, London, Ont.	C.P.R.	40	1,120 00
Flashing light signals (2) and bell (1)	River Road, Municipality of Delta, B.C.	G.N.R.	40	1,082 00
Flashing light signals (2) and bells (2)	Ontario Road, Township of Crowland, Ont.	C.N.R.	40	2,480 00
Flashing light signals (2) and bell (1)	Highway No. 17, near Rox, Township of Ross, Ont.	C.P.R.	40	1,040 00
Flashing light signals (2) and bell (1)	Russell Road, Township of Gloucester, Ont.	C.P.R.	40	1,700 00
Flashing light signals (2) and bell (1)	Highway No. 17, Township of Westmeath, Ont.	C.P.R.	40	1,100 00
Electric gate to replace mechanical gate	Wright Street, St. John, N.B.	C.N.R.	40	326 00

## CONTRIBUTIONS FROM RAILWAY GRADE CROSSING FUND—Concluded

Protection	Location	Railway	Per Cent	Con- tribution
Flashing light signals (2) and bell (1)	Highway No. 2, Township of Brantford, Ont.	C.N.R.	40	\$ 336 00
Flashing light signals (2) and bell (1)	Highway No. 17, in Concession 11, Township of Westmeath, Ont.	C.N.R.	40	1,340 00
Additional wigwag and change track circuits	Main Street, Cobden, Ont.	C.P.R.	40	320 00
Flashing light signals (2) and bell (1)	Highway No. 17, Mile 63-46 Chalk River Subdivision.	C.P.R.	40	128 00
Additional wigwag	Albert Street, Pembroke, Ont.	C.P.R.	40	880 00
Flashing light signals (2) and bell (1)	Road in Con. 5, Township of Pittsburg, near Findlay Station, Ont.	C.N.R.	40	5,600 00
Flashing light signals (2) and bell (1)	County Road near Beamsville Station, Ont.	C.N.R.	40	2,440 00
Flashing light signals (2) and bell (1)	Highway No. 81, Mileage 15-12 Windsor Subd., Ont.	C.P.R.	40	1,840 00
Flashing light signals (2) and bell (1)	Clifton Road Extension, Toronto, Ont.	C.P.R.	40	100,000 00
Flashing light signals (2) and bell (1)	Highway No. 69 in Lot 35, Con. 4, Township of Humphrey, Ont.	C.N.R.	40	1,320 00
Flashing light signals (2) and bell (1)	Highway No. 69 in Lot 35, Con. 3, Township of Humphrey, Ont.	C.N.R.	40	1,960 00
Flashing light signals (2) and bell (1)	Highway No. 69 in Lot 24, Con. 8, Township of Wood, Ont.	C.N.R.	40	960 00
Flashing light signals (2) and bell (1)	Highway No. 69 in Lot 2, Con. 9, Township of Medora, Ont.	C.N.R.	40	1,520 00
Flashing light signals (2) and bell (1)	Pembroke Street, Pembroke, Ont.	C.P.R.	40	920 00
Changes to operating circuits of wigwag	Crossing at Foote's Bay, Township of Freeman, Ont.	C.P.R.	40	1,800 00
Improve sight lines	Main Street, Chesterville, Ont.	C.P.R.	40	2,200 00
Flashing light signals (2) and bell (1)	Crossing in Lot 7, Con. 2, Township of MacLennan, Ont.	C.N.R.	40	800 00
Flashing light signals (2) and bell (1)	Stanley Street, County of Welland, Ont., Grimsby Subdivision.	C.N.R.	40	2,400 00
Flashing light signals (2) and bell (1)	St. Hyacinthe, St., Hull, Que.	C.N.R.	40	1,040 00
Flashing light signals (2) and bell (1)	Crossing at Malbone Bay, N.S.	C.P.R.	40	1,600 00
Flashing light signals (2) and bell (1)	County Road No. 7 at Shannonville Station, Ont.	C.N.R.	40	2,000 00
Flashing light signals (2) and bell (1)	Road between Lots 30 and 31, Con. 2 at Clarkson, Ont.	C.N.R.	40	2,200 00
Highway Diversion	North and south road allowance west of Section 5, Township 43, Range 20, W3M Saskatchewan near Rockhaven.	C.P.R.	40	1,400 00
Flashing light signals (2) and bell (1)	Crossing east of station at Utslet, Que.	C.N.R.	40	2,120 00
Flashing light signals (2) and bell (1)	Cinq Chicot Road, Victoriaville, Que.	C.N.R.	40	1,280 00
Flashing light signals (2) and bell (1)	Octave Street, Victoriaville, Que.	C.N.R.	40	1,040 00
Flashing light signals (2) and bell (1)	Montclair Boulevard, Hull, Que.	C.P.R.	40	1,520 00
Flashing light signals (2) and bell (1)	Highway No. 1, Parish of St. Joseph de Coleraine, County of Megantic, Que.	Q.C.R.	40	1,400 00
Flashing light signals (2) and bell (1)	Sherbrooke Highway, 3 miles south of Granby, Que.	C.N.R.	40	1,000 00
Flashing light signals (2) in addition to existing bell.	County Road at Aultsville, Ont.	C.N.R.	40	1,140 00

## CONSTRUCT AND RECONSTRUCT BRIDGES AND SUBWAYS

Reconstruct bridge over Hunters Creek at mileage 46.9 Yale Subdivision, Canadian National Railways, British Columbia.

Reconstruct bridge over 12 Mile Creek at mileage 11.2 Grimsby Subdivision, Ontario, Canadian National Railways.

Construct subway under the Canadian Pacific Railway on Highway No. 44, at mileage 8.3 Matador Subdivision.

Reconstruct bridge No. 84.6 Bredenbury Subdivision, Canadian Pacific Railway over Assiniboine River, Manitoba.

Reconstruct bridge over Germain Roy Waterway at mileage 14.1 Rimouski Subdivision, Canadian National Railways.

Reconstruct bridge over Hayward Brook at mileage 26.8 Sussex Subdivision, Canadian National Railways, New Brunswick.

Reconstruct bridge over Kouchibouguacis River at mileage 46.9 Harcourt Subdivision, Canadian National Railways, New Brunswick.

Reconstruct bridge over Stewiacke River, mileage 48.7 Bedford Subdivision, Canadian National Railways, Nova Scotia.

Reconstruct trestle over Pickerel River at mileage 68.3 Sudbury Subdivision, Canadian National Railways, Ontario.

Reconstruct bridge at mileage 73.2 Sangudo Subdivision, Canadian National Railways, Alberta.

Reconstruct bridge at mileage 96.3 Carmi Subdivision, Canadian Pacific Railway, British Columbia.

Reconstruct bridge at mileage 31.9 Princeville Subdivision, Canadian National Railways, Saskatchewan.

Reconstruct subway under Canadian National Railways at Nineteenth Street, Saskatoon, Saskatchewan.

Reconstruct bridges at mileages 17.2 and 19.2 Sutherland Subdivision, Saskatchewan.

Reconstruct bridge No. 36.0 Megantic Subdivision, Quebec Central Railway, over South Blueberry River, Quebec.

Reconstruct bridge at mileage 48.4 Princeton Subdivision, Canadian Pacific Railway, British Columbia.

Reconstruct bridge at mileage 44.6 Roberval Subdivision, Canadian National Railways over the Ticouabe River.

Construct bridge over Canadian Pacific Railway at mileage 54.7 Coquihalla Subdivision over Fraser River at Hope, British Columbia.

Reconstruct bridge over Rosseau River at mileage 45.7 Ridgeville Subdivision, Canadian National Railways, Manitoba.

Reconstruct bridge at mileage 0.6 Quebec Subdivision, Quebec.

Construct opening under Northern Alberta Railways at or about Sections 13 and 14 Township 59 Range 3 W5M and Sections 7, 8, 9, 15, 16, 17, 18 and 20 Township 59 Range 2 W5M, Alberta.

Double ten-foot reinforced concrete culvert in lieu of existing timber trestle at mileage 18.2 Neudorf Subdivision, Canadian Pacific Railway, Saskatchewan.

Reconstruct bridge over Rosebud River at mileage 67.9 Drumheller Subdivision, Canadian National Railways, Alberta.



Bridge over Chateauguay River at mileage 0.32 Beauharnois Subdivision, Canadian National Railways, Quebec.

Reconstruct bridge over Little Rice River at mileage 57.7 Erwood Subdivision, Manitoba.

Reconstruct bridge at mileage 46.8 Cowichan Subdivision, Canadian National Railways, British Columbia.

Reconstruct guide pier in Burrard Inlet adjacent to Block 1, in District Lot 185 New Westminster, Vancouver, British Columbia.

Reconstruct bridge at mileage 15.7 Brazeau Subdivision, Canadian National Railways, Alberta.

Reconstruct bridge over Twin Creek, British Columbia, at mileage 16.5 Fraser Subdivision, Canadian National Railways.

Reconstruct bridge at mileage 63.3 Erwood Subdivision, Canadian National Railways, Manitoba.

Extension of platform over subway at St. Maurice Street, Three Rivers, Quebec, Canadian Pacific Railway.

Subway under Canadian Pacific Railway at Clifton Road Extension, Toronto, Ontario.

Subway under the Canadian National Railways in the southwest quarter of Section 14, Township 39, Range 27, West 4th Meridian at mileage 36.9 Brazeau Subdivision.

Reconstruct bridge across the Red River at Emerson, Manitoba, Canadian National Railways.

Bridge over Cascade Creek at mileage 102.9 Albreda Subdivision, Canadian National Railways, British Columbia.

Reconstruct approaches to bridge over Canadian National Railways on Canaan Road in Township of Granby, Quebec.

Reconstruct bridge over Coldwater Creek at mileage 88.9 Wabamun Subdivision, Alberta, Canadian National Railways.

Reconstruct bridge across Bone Creek at mileage 121.2 Albreda Subdivision, Canadian National Railways, British Columbia.

Reconstruct bridges at mileages 2.08 and 1.76 Welland Subdivision, Canadian National Railways, Ontario.

Reconstruct bridge over Cowichan River, British Columbia, at mileage 73.3 Cowichan Subdivision, Canadian National Railways.

#### APPROVAL OF OPERATION OVER AND UNDER BRIDGES

Bridge at Chatham Street, Hamilton, Ontario, Toronto, Hamilton and Buffalo Railway.

Bridge across Lachevrotiere River, at mileage 37.22 La Tuque Subdivision, Canadian National Railways, Quebec.

Bridge Number 7.10 Peterboro Subdivision, near Norwood Station, Canadian Pacific Railway, Ontario.

Bridge 0.25 Stobie Branch, Canadian Pacific Railway over Nolin's Creek, at Sudbury, Ont.

Bridge at mileage 79.12 Cartier Subdivision, Canadian Pacific Railway, over Junction Creek at Sudbury, Ontario.



Bridge over Stewiacke River at mileage 48.7 Bedford Subdivision, Canadian National Railways, Nova Scotia.

Bridge over Kouchibouquacis River at mileage 46.9 Harcourt Subdivision, New Brunswick, Canadian National Railways.

Culvert over Germain Roy Watercourse at mileage 14.1 Rimouski Subdivision, Canadian National Railways, Quebec.

Bridge over Rosebud River at mileage 65.9 Drumheller Subdivision, Alberta.

Bridge across Rosebud River, mileage 69.2 Drumheller Subdivision, Canadian National Railways, Alberta.

Bridge No. 88 Acadia Valley Subdivision, Canadian National Railways, Saskatchewan.

Bridge No. 2.7 Acadia Valley Subdivision, Canadian National Railways, Saskatchewan.

Bridge at mileage 17.7 St. Hyacinthe Subdivision, Canadian National Railways, Quebec.

Bridge across Pickerel River at mileage 68.3 Sudbury Subdivision, Canadian National Railways, Ontario.

Bridge No. 110.25 Nelson Subdivision, Canadian Pacific Railway, British Columbia.

Bridge No. 113.93 Nelson Subdivision, Canadian Pacific Railway, British Columbia.

Bridge No. 83.18 Nelson Subdivision, Canadian Pacific Railway, British Columbia.

Bridge No. 73.2 Sangudo Subdivision, Canadian National Railways, Alberta.

#### INTERLOCKING PLANTS AND CHANGES TO INTERLOCKING PLANTS AND SIGNALS

Changes to interlocking plant at Canadian Pacific Railway and New York Central Railroad at Adirondack Junction, Quebec.

Interlocking of junction switches at Carleton Place, Ontario, Canadian Pacific Railway.

Changes to interlocking plant at crossing of Canadian Pacific Railway and Canadian National Railways at mileage 115.27 Lewvan Subdivision, Regina, Saskatchewan.

Changes to interlocking plant at crossing of Canadian National Railways and Canadian Pacific Railway at mileage 91.92 Qu'Appelle Subdivision near Regina, Saskatchewan.

Protection at diamond and wye connection of Rouses Point and Alexandria Subdivisions of Canadian National Railways at Cantic, Quebec.

Changes to interlocking plant at crossing of Canadian National and Canadian Pacific Railways at l'Epiphanie, Quebec.

Changes to signals at interlocking plant at crossing of New York Central Railroad (M.C. Rd.) and London and Port Stanley Railway at St. Thomas, Ontario.

Changes to interlocking plant at crossing of Canadian National Railways and Canadian Pacific Railway at Young, Saskatchewan.

Changes at crossing of Canadian Pacific Railway and Canadian National Railways at Ballantyne, Quebec, mile 2.2 Winchester Subdivision.

Changes to circuits at interlocking plant at crossing of Toronto, Hamilton and Buffalo Railway and Canadian National Railways at Victoria Ave., Hamilton, Ontario.

Interlocking plants and changes to plants at crossing of Canadian National Railways and Canadian Pacific Railway at Alix, Alberta.

Changes to interlocking plant at junction of Canadian Pacific Railway lines at Carleton Place, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways spur to Dominion Sugar Company near Chatham, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway at Portage la Prairie, Manitoba.

At crossing of New York Central Railroad (M.C.R.) and Niagara, St. Catharines and Toronto Railway at Welland Drawbridge, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at Garneau Junction, Quebec.

At crossing of Pere Marquette Railways tracks at Blenheim, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway at Cornwall, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway near Drummondville, Quebec.

Remove diamond and signal plant of the half interlocker at crossing of the Canadian National Railways and Canadian Pacific Railway's spur to Fraser Companies, Ltd. Fredericton, New Brunswick.

At crossing of Toronto, Hamilton and Buffalo Railway and Canadian National Railways at Diltz, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at Woodman, Manitoba.

At crossing of New York Central Railroad and Canadian National Railways at Hawthorne, Ontario.

At crossing of Napierville Junction Railway and Canadian National Railways at Lacolle, Quebec.

#### OPERATION THROUGH INTERLOCKING PLANTS

At crossing of Pere Marquette Railway tracks at Blenheim, Ontario.

At crossing of Canadian Pacific Railway and Pere Marquette Railway at Walkerville Junction, Ontario.

At crossing of Canadian National Railways, Jacques Cartier and l'Assomption Subdivisions at Eastern Junction, Quebec.

At crossing of New York Central Railroad (M.C. Rd.) and Canadian National Railways at Hagersville, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways near Chatham, Ontario, mileage 65.15 Windsor Subdivision.

At crossing of Canadian National Railways, Drummondville and Aston Subdivisions at Aston Junction, Quebec.

At crossing of Canadian Railways, Toronto, Hamilton and Buffalo Railway and Lake Erie and Northern Railway crossings at mileage 21.2 and 21.3 (L.E. & N. Ry.) at Brantford, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at Brampton, Ontario, mileage 7.82 Orangeville Subdivision.

At crossing of Canadian Pacific Railway and New York Central Railroad at Adirondack Junction, Quebec.

At crossing of Canadian National Railways and Edmonton Street Railway at 118th Avenue, Edmonton, Alberta.

At crossing of Canadian National Railways and Canadian Pacific Railways near Petrel, Manitoba.

At crossing of Canadian National Railways and Canadian Pacific Railway near Knox, Manitoba.

At crossing of Canadian National Railways and Canadian Pacific Railway at St. Boniface, Manitoba.

At crossing of Canadian Pacific Railway and Canadian National Railways near Deer, Manitoba.

At crossing of Canadian National Railways and Canadian Pacific Railway at Nokomis, Saskatchewan.

At crossing of Canadian National Railways and Chaudiere Valley Railway at Joffre, Quebec.

At drawbridge over the Richelieu River at Beloeil, Quebec, Canadian National Railways.

At crossing of Canadian National Railways and Toronto, Hamilton and Buffalo Railway at Victoria Avenue, Hamilton, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway at Woodstock, Ontario, mileage 50.76 Dundas Subdivision.

At crossing of Canadian National Railways and Canadian Pacific Railway near Matsqui, British Columbia.

At crossing of Canadian Pacific Railway and Pere Marquette Railway at Chatham, Ontario, mile 63.71 Windsor Subdivision.

At crossing of Canadian National Railways' lines at Aston Junction, Quebec.

At crossing of New York Central Railroad (M.C.R.) at Canfield Junction, Ontario.

At crossing of British Columbia Electric Railway and Canadian National Railways at mileage 72.14 Yale Subdivision, near Chilliwack, British Columbia.

At crossing of Canadian National Railways and Canadian Pacific Railway at Coniston, Ontario.

At crossing of New York Central Railroad and Canadian National Railways at Canfield Junction, Ontario.

At crossing of Canadian Pacific Railway and Pere Marquette Railway at Chatham, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at mileage 2.2 Winchester Subdivision, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at l'Epiphanie, Quebec.

At crossing of New York Central Railroad (M.C. Rd.) and London and Port Stanley Railway at St. Thomas, Ontario.

At diamond and wye connection of Canadian National Railways, Rouses Point and Alexandria Subdivisions at Cantic, Quebec.

At crossing of Canadian Pacific Railway and Canadian National Railways at Young, Saskatchewan,



At crossing of Canadian Pacific Railway and Canadian National Railways at Cornwall, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway at Arnprior, Ontario.

At crossing of Canadian National Railways and Canadian Pacific Railway at Drummondville, Que.

#### CHANGES IN OPERATING CIRCUITS OF WIGWAGS AND FLASHING LIGHT SIGNALS

At Canadian Pacific Railway crossing Highway No. 15 (Franktown Road) south of Carleton Place Station, Ontario.

At Canadian Pacific Railway crossings of John, Bridge and Main Streets, Almonte, Ontario.

At Canadian National Railways crossing of King Street, Port Colborne, Ontario.

At Canadian National Railways crossing of 30th Street, in Township of Etobicoke near Long Branch, Ontario.

At Canadian Pacific Railway crossing of County Road No. 25, Ontario, at mileage 105.6 Winchester Subdivision.

At Canadian Pacific Railway crossing of Winnipeg Street, Regina, Saskatchewan.

At Canadian Pacific Railway crossings of streets in Almonte, Ontario.

At Canadian National Railways crossing highway just west of St. Cyrille Station, Quebec.

At Canadian National Railways crossings at 7th, 8th and Dewdney Avenue crossings, Regina, Saskatchewan.

At Canadian National Railways crossing of Jones Avenue, Toronto, Ontario.

At Canadian National Railways crossing of de la Rousseliere Street, east of Pointe aux Trembles, Quebec.

#### HIGHWAY DIVERSIONS

Diversion of road in southwest quarter of Section 4, Township 39, Range 2 W3M Saskatchewan and construct crossing over Canadian National Railways.

Diversion of highway in northwest quarter of Section 23, Township 8, Range 21, W4M, Alberta and crossing over Canadian Pacific Railway.

Diversion of River Road to cross Canadian National Railways in station grounds at St. Albert Station, Alberta.

Diversion of highway to cross Canadian National Railways between Sections 2 and 3, Township 39, Range 25, W4M, and close existing crossing.

Diversion of County Road in Lots 33 to 36, Concession 5, Township of Pittsburg, near Findlay Station, Canadian National Railways, closing two existing crossings.

Diversion of north and south road allowance west of Section 5, Township 43, Range 20, West 3 Meridian, Saskatchewan, west of Rockhaven Station, open crossing over Canadian Pacific Railway and close existing crossing.



## SIGNAL PROTECTION AT BRIDGES

Changes in signal protection at bridge over Pitt River at mileage 109.7 Cascade Subdivision, Canadian Pacific Railway, British Columbia.

Signal protection at Little Current Swing Bridge, mile 38.3 Little Current Subdivision, Canadian Pacific Railway, Ontario.

Signal protection at interlocking plant at drawbridge over the Richelieu River at Beloeil, Quebec, Canadian National Railways.

Signal protection at swing bridge at mileage 54.57 Alexandria Subdivision, Canadian National Railways, near Soulanges, Quebec.

Signal protection at Canadian National Railways and Grand Narrows Bridge at mileage 46.16 Sydney Subdivision, Nova Scotia.

Protection at Soulanges Canal bridge at mileage 54.57 Alexandria Subdivision, Canadian National Railways, Quebec.

## WATER, GAS, SEWER AND OIL PIPES UNDER AND OVER RAILWAYS

Gas main under Canadian National Railways at Burlington Street, Hamilton, Ont.

Sewer tunnel under Canadian Pacific Railway main line and yard tracks at Swift Current, Saskatchewan.

Two overhead structures carrying pipe lines over Pere Marquette Railway at Imperial Oil Ltd., Sarnia, Ontario.

Sewer tunnel under Canadian National Railways at mile 4.95 Gavel Subdivision, Saskatoon, Saskatchewan.

Gas pipe line under Canadian National Railways and Toronto, Hamilton and Buffalo Railway spur tracks serving The Steel Company of Canada, Hamilton, Ontario.

## ESTABLISH SIGHT LINES

At crossing of Canadian National Railways in Lot 29, Division A, Township of Guelph, Ontario, mileage 32.15 Fergus Subdivision.

At Canadian Pacific Railway crossing of Markham Road, mileage 85.63, Peterboro Subdivision in County of York.

At Canadian National Railway crossing of first public road west of Tillsonburg Junction, Ontario.

At Canadian National Railways crossing of Toll Gate Road, in Township of Brantford, Ontario.

At Canadian National Railways crossing of highway at mileage 136.5 Alderdale Subdivision, in Lot 7, Concession 2, Township of MacLennan, south of Skead, Ontario.

## DIVERSION OF RAILWAY LINE

Diversion of Canadian Pacific Railway line between mileage 96.18 and 96.52 Carmi Subdivision, British Columbia.

Diversion of Canadian National Railways between mileages 24.76 and 25.66 Dorion Subdivision, Ontario, to eliminate existing bridges at mileages 24.9 and 25.2.

Canadian National Railways (Niagara, St. Catharines & Toronto Railway) from mileage 1.41 to 2.17, Township of Thorold, County of Welland, Ontario.

## TUNNEL LINING

Concrete lining of Canadian National Railways tunnel at mileage 5.5 Yale Subdivision, British Columbia.

Concrete lining of Canadian National Railways tunnel at mileage 80.2 Ashcroft Subdivision, British Columbia.

## APPROVAL OF RAILWAY SHOPS

Canadian National Railways electric locomotive shop at Point St. Charles, Quebec.

Canadian National Railways signal repair shops at Point St. Charles, Quebec.

Canadian National Railways stores building at Point St. Charles, Quebec.

## INSPECTION OF RAILWAY LINE FOR CARRIAGE OF TRAFFIC

Canadian National Railways main line diversion between mileage 24.76 and 25.66 Dorion Subdivision, Ontario.

## RAILWAY CONNECTIONS

Canadian National Railways and Cornwall Street Railway, Light & Power Company at Cornwall, Ontario.

## MINING TUNNELS

Under Northern Alberta Railways in Section 8, Township 55, Range 24, West 4 Meridian, near Carbondale, Alberta.

## FIX DRAW SPAN BRIDGE

Bridge over St. Lawrence River near Soulanges, Quebec, Canadian National Railways.

## SUBMARINE CABLES

Lay two submarine cables across the Pitt River at mileage 109.7 Cascade Subdivision, Canadian Pacific Railway.

THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS; CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES.

Province	Highway crossings approved	Highway crossings closed	Construction and operation of branch lines and industrial spurs	Bridges and subways approved	Approval of operation over and under bridges	Highway diversions	Less than standard clearance	Railway connections	Interlocking plants and signals	Operation through interlocking plants	Crossings protected by flashing light signals and bells, and wivwags and bells	Flashing light signals and automatic gate	Changes in operating circuits of wivwags and flashing light signals	Inspection of railway lines for carriage of traffic	Signal protection at bridges	Railway shops	Water, gas, oil and sewer pipes under railways	Mining tunnels	Tunnel linings	Electric gates	Establish sight lines	Diversion of railway line	Submarine cables	Total
British Columbia.....	5	-	3	10	3	-	3	-	-	2	2	-	-	-	1	-	-	-	2	-	-	1	1	33
Alberta.....	11	9	8	6	3	3	4	-	1	1	-	-	-	-	-	-	-	1	-	-	-	-	-	47
Saskatchewan.....	10	6	10	8	2	2	1	-	3	2	-	-	2	-	-	-	2	-	-	-	-	-	-	48
Manitoba.....	8	1	10	5	-	-	-	-	2	4	1	-	-	-	-	-	-	-	-	-	-	-	-	31
Ontario.....	25	2	22	5	5	1	14	1	11	17	47	1	16	1	2	-	3	-	-	-	-	2	-	180
Quebec.....	13	1	3	6	4	-	8	-	8	9	13	-	5	-	3	3	-	-	-	-	-	-	-	76
New Brunswick.....	2	-	1	2	1	-	2	-	1	-	3	-	-	-	-	-	-	-	-	1	-	-	-	13
Nova Scotia.....	3	-	1	1	1	-	2	-	-	-	3	-	-	-	1	-	-	-	-	-	-	-	-	12
Prince Edward Island.....	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
Total.....	77	19	58	43	19	6	36	1	26	35	69	1	23	1	7	3	5	1	2	1	5	3	1	442

## APPENDIX "E"

OTTAWA, Ontario, February 11, 1947

P. F. BAILLARGEON, Esq.,  
 Secretary,  
 Board of Transport Commissioners,  
 Ottawa.

DEAR SIR,—I submit, for the Board's Forty-second Report, the Annual Report of the Operating Department for the year ended December 31, 1946.

<i>Accident—</i>	
Total accident reports received from railways and investigated.....	2,325
Total persons killed.....	325
Total persons injured.....	2,719
<i>Fatalities—</i>	
Passengers.....	5
Employees.....	89
Trespassers and others.....	231
Total.....	325
<i>Injuries—</i>	
Passengers.....	435
Employees.....	1,677
Trespassers and others.....	607
Total.....	2,719
<i>Highway Crossing Accidents—</i>	
Accidents.....	352
Persons killed.....	120
Persons injured.....	487
<i>Motive Power—</i>	
Number of locomotives.....	4,950
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing of Staybolts, Washouts, Boilers and Appurtenances, etc. received.....	59,921
<i>Inspection of Motive Power—</i>	
Locomotives inspected.....	6,962
Locomotives found defective.....	734
Defects.....	1,091
<i>Locomotive Boilers—</i>	
(Applications for extension of time for removal of flues)—	
Applications received from railways.....	165
Internal inspections made.....	161
Applications granted.....	158
Applications refused.....	3
Applications withdrawn or otherwise disposed of.....	5
<i>Stationary Boilers—</i>	
Number of stationary boilers.....	1,472
Inspection reports.....	3,055
Inspections made.....	535
Fire protective appliance inspection reports.....	1,722
<i>Safety Appliance and Equipment Inspections—</i>	
Freight cars inspected.....	48,531
Freight cars found defective.....	3,858
Defects.....	4,731
Passenger coaches inspected.....	3,031
Passenger coaches found with defects.....	579
<i>Inspection of Freight Cars for Correct Tare Weight—</i>	
Number of cars inspected.....	6,293
Number of cars found overdue for weighing for tare.....	681
<i>Inspection of Freight Cars for Excessive Air Brake Piston Travel—</i>	
Number of cars inspected.....	12,778
Number of cars with excessive Piston Travel.....	1,538



## ACCIDENTS ATTENDED BY LOSS OF LIFE OR PERSONAL INJURY

One of the most outstanding features of the year's train operation is the fact that while during the year over 40,000,000 passengers were carried on Canadian railways, only five passengers were fatally injured during the year's operation.

The number of accidents investigated totalled 2,325 involving 3,044 casualties, of which number 325 persons were killed and 2,719 were injured. This is a decrease over the previous year of 188 accidents, 33 killed and 529 injured. Major train accidents (derailments and collisions) on all railways in Canada dropped from 71 in 1945 to 64 in 1946, showing a reduction of 7 accidents of this class compared with the previous year.

Out of a total of 2,325 accidents, involving 3,044 casualties, there were 91 trespassers killed and 90 injured. Reference is made to Statement No. 10 showing by railways and provinces the number of trespassers killed and injured. For the year 1945 there were 110 trespassers killed and 75 injured, this being a decrease of 19 killed and an increase of 15 injured for the year 1946.

Highway crossing accidents for the year numbered 352, resulting in 120 persons killed and 487 injured. A comparison with the previous year is as follows.

	Accidents	Killed	Injured
1945.....	382	131	617
1946.....	352	120	487
Decrease.....	30	11	130

Of these 352 accidents, 313 involved motor vehicles resulting in 97 deaths and injured 460. The remainder of the accidents, 39, involved horse-drawn vehicles, pedestrians, etc., and resulted in 23 deaths and injuries to 27 persons.

Of the 352 accidents at highway crossings, 207 occurred during the daytime and 145 at night.

Accidents to the number of 85 were caused by auto vehicles running into the sides of trains at crossings, resulting in 17 persons being killed and 148 injured; 26 of this class of accident occurred during the daytime, and 59 at night.

## INSPECTION OF SAFETY APPLIANCES AND CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of Section 298 of the Railway Act and the Board's General Orders Nos. 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 19, 20 and 21. In connection with cars overdue for weighing for tare, it was found that out of 6,293 cars so inspected, 681 were found to be overdue. Attention of the railway was drawn to such cases and cars were worked to a scaling point, weighed and restencilled.

## INSPECTION OF MOTIVE POWER

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

## LOCOMOTIVE BOILER EXTENSIONS OF TIME

During the year the Board's Mechanical Inspectors made 161 internal examinations of locomotives. 157 applications were granted the full period of time requested.

Upon examination, it was found that 1 locomotive was in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. In three cases the conditions were such that the extensions could not be properly granted, and were refused. Five applications were withdrawn.

Under General Order No. 473, Locomotive Boiler Inspection Order, 59,921, report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 4,950 locomotives.

### INSPECTION OF STATIONARY BOILERS

This feature is dealt with under General Orders Nos. 330 and 416. During the year 535 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified.

### STATIONARY BOILER REPORTS

Pursuant to General Order No. 330, the stationary boiler inspection Order, 3,055 report forms of semi-annual and annual inspections were filed during the year covering 1,472 stationary boilers; in addition, 1,722 monthly inspections were made of fire protective appliances on portable boilers on steam shovels, ditching machines and similar equipment under General Order No. 548.

### INSPECTION AND TESTING OF AIR RESERVOIRS, OTHER THAN ON LOCOMOTIVES

Pursuant to General Order No. 576, 4,403 report forms of inspection were filed and checked in compliance with the Regulations covering 4,077 air reservoirs.

### INSPECTION OF PASSENGER EQUIPMENT; STATIONS; BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

### INFLAMMABLE LIQUIDS; HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

Under the requirements of General Orders Nos. 441, 514, 530 and 594 and Circular No. 241, there were 323 applications received for approval as to location and changes of above installations. These were investigated and disposed of as follows, together with 8 applications in abeyance from the previous year:

Total applications received.....	323
In abeyance from previous year.....	8
	<hr/>
	331

#### How dealt with:

Cancelled.....	7
Applications for Amending Orders.....	14
In Abeyance.....	16
Approved and Orders issued.....	300

The 300 applications approved covered 4 marine terminal, 290 bulk storage plants, 3 pipe lines only, 3 pumphouse or warehouse only, 219 additional storage tanks and pipe lines to same. There were 81 new installations.

The foregoing applications necessitated the examination of 331 plans and profiles, with inspection on the ground in some cases.

Particulars of installations are as follows:

Number of Oil Companies making Installations	Number of Installations 1946	Number of Tanks Installed 1946	Total Capacity Gallons
42	300	634	16,795,092

#### LIQUIFIED PETROLEUM GASES; HANDLING AND STORAGE ON OR ADJACENT TO RAILWAY PROPERTY

During the year six applications were dealt with covering the installation of ten storage containers having a total capacity of 268,000 gallons; imperial.

One application for Amending Order was received and dealt with.

#### REGULATIONS FOR THE TRANSPORTATION BY EXPRESS (RAILWAY) OF ACIDS, COMPRESSED GASES, INFLAMMABLES, OXIDIZING SUBSTANCES, EXPLOSIVES ETC.

Under date of December 27, 1946, the Board approved under General Order No. 696, Supplement No. 1 to the Regulations of the Board of Transport Commissioners for Canada for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc. and Specifications for Shipping Containers, effective January 27, 1947.

#### REGULATIONS FOR THE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES BY FREIGHT (RAILWAY) AND SPECIFICATIONS FOR SHIPPING CONTAINERS

Pending issuance of Supplement No. 3, upon application to the Board, a number of the regulations and specifications have been added to, changed or cancelled, and in some cases, new regulations and specifications have been approved by General Orders of the Board.

#### FIRE INSPECTION

*Organization.*—Under the co-operative arrangements inaugurated in 1912, with the various Dominion and Provincial Forest Services, 208 officers and men of such services were under appointment as Inspectors for the Board, distributed as follows:

Nova Scotia, Department of Lands and Forests.....	21
New Brunswick, Department of Lands and Mines, Forest Service.....	10
Quebec, Department of Lands and Forests, Forest Protection Service.....	31
Ontario, Department of Lands and Forests, Forest Protection Service.....	64
Manitoba, Department of Mines and Natural Resources, Forest Service.....	5
Saskatchewan, Department of Natural Resources and Industrial Development, Office of Director of Forests.....	4
Alberta, Department of Lands and Mines, Office of the Director of Forestry.....	8
British Columbia, Department of Lands, Forest Branch.....	61
Dominion of Canada, Department of Mines and Resources, National Parks Bureau.....	3
Yukon Territory, Royal Canadian Mounted Police.....	1

Of the above, 7 officers were given appointments as Inspectors of Fire Protective Appliances on locomotives, distributed as follows.:

Nova Scotia, Department of Lands and Forests.....	1
New Brunswick, Department of Lands and Mines, Forest Service.....	2
Quebec, Department of Lands and Forests, Forest Protection Service.....	1
British Columbia, Department of Lands, Forests Branch.....	3



During the fire season of 1946, these officers inspected the fire protective appliances on 1,850 locomotives. In addition, fire protective appliances were inspected on 2,598 locomotives by the Board's permanent staff, making a combined total of 4,448 locomotives inspected in connection with railway fire prevention.

#### FIRE HAZARD AND WEATHER CONDITIONS

*Nova Scotia.*—During April and May the hazard was low with twenty-one days of precipitation in May. The months of June, July and the first two weeks in August, the hazard was high, with 240 hours of sunshine in the month of June. During the last half of August a moderate hazard existed with the first half of September wet and a low hazard, followed by a dry spell with a moderate hazard. Generally, the fire season was one of high hazard with an increase, above the average, in the number of fires reported.

*New Brunswick.*—The hazard during April, May and the first half of June was low, with rains and cool weather. The latter half of June and first half of July, hazard was moderate, followed by a high hazard during the last week of July and the month of August, with very dry conditions in the eastern sections. The forests were closed to travel July 19 to August 26. During September and October, the hazard was moderate to low.

*Quebec.*—Precipitation during 1946 was normal with the heaviest rainfall in the Quebec and Montreal regions, with a less than average rainfall in the Gaspé and Lake St. John regions. Abnormal precipitation was experienced during July, north of the 47th parallel, and during August, in the western portion of the province, with average rainfall during September, while heavy rains occurred in the central regions and very dry conditions prevailed in the Gaspé region.

*Ontario.*—A warm Spring created a fairly high hazard in the eastern portion of the province, which lasted for a short period. During April and May weather conditions were, generally, favourable and hazard was low to moderate. A high hazard existed in the western districts during the first part of June, in the Sudbury and Parry Sound districts during the latter part of July and during the first part of August, with a short period of high hazard early in October in the same two districts.

*Manitoba.*—Forest fire hazard conditions during the 1946 fire season were better than average. An early break-up of Winter was followed by a cold Spring. Precipitation was below normal in the Spring and early Summer, but heavy rains in the Fall brought the total rainfall during the growing season, to nearly normal figures by Fall. Precipitation on the whole came in well spaced rains, which, although infrequent enough to prevent short periods of hazard, prevented the occurrence of long periods of high hazard.

*Saskatchewan.*—The 1946 fire season was an exceptional one with temperatures lower than usual and cool damp weather, with precipitation lower than average from April to October. These favourable conditions, however, were threatened at times with sudden changes and high drying winds. The season ended with heavy rains, which extinguished many ground fires.

*Alberta, Northern.*—A high hazard existed in the Spring, which was alleviated in the Grande Prairie area by rainfalls at the end of May. In the Lac La Biche—Waterways districts rains, late in May, eliminated the fire hazard. During the Summer, in the Slave Lake and Peace River areas, a serious hazard prevailed due to high winds and lack of rains. Rains kept fires to a minimum in the Grande Prairie and Lac La Biche areas. These conditions continued until a general snowfall the middle of November.



*Alberta, Central.*—Intermittent Spring rains kept the hazard below normal. During the Summer and Fall there was an abundance of moisture, and at no time did a serious hazard prevail.

*Alberta, Southern.*—Ample moisture in the soil in the Spring kept the hazard below normal. During the Summer precipitation was plentiful except for the period between July 1 and August 24, when the weather was dry and the fire hazard increased. On August 24 rains fell over the south and west portions of the Province, terminating the fire hazard for the season. September was dry and warm but sufficient reserve of moisture in the ground to prevent fires, and all danger was eliminated at the end of the month by snowfalls.

*British Columbia.*—Weather prevailing over the province during the 1946 fire season was more favourable than average. Usual periodic hazard build-ups occurred in all districts in the early Spring and mid-season, but timely precipitation nullified any exceptionally serious fire hazard.

*Vancouver District.*—Rainfall was above average with a dry month of May, off-set by a wet June and July. While August and September offered only light precipitation, it occurred at opportune periods, and extreme fire hazards were of short duration.

*Kamloops District.*—A Spring hazard developed in the northern portion, accounting for many fires. This condition continued, unabated, throughout most of the season. Elsewhere, weather conditions were normal, except for one series of dry lightning storms for a seven day period in August, which swept the southern section.

*Nelson District.*—Weather conditions were more favourable than average. Mean temperatures were lower and precipitation higher, with the latter showing better distribution. July was extremely dry and was the most troublesome period. Electric storms were not experienced until the end of July, and were more frequent and widespread during August. These latter storms were accompanied or followed by rain, and resultant fires were comparatively few.

*Prince Rupert District.*—A moderate Spring fire hazard existed in the Coastal region, which increased throughout May and the first week of June. The hazard, however, did not assume dangerous proportions. Rains in late June, and occasional heavy showers in July, held the hazard to a light level throughout the balance of the season, until heavy rains occurred in early September. In the Interior region of the district a fire hazard build-up commenced early in the fire season and a peak Spring hazard obtained throughout the month of May. Heavier than average rainfall throughout June and July gave favourable and safe conditions until mid-August, when a hazard of roughly a month's duration, developed. Rains, early in September, closed the season.

*Prince George District.*—A Spring fire hazard developed in April and May, but general rains, about the third week in May, eased the situation. In the district tributary to the C.N.R. and Quesnel, rainfall in June and July was heavier than average, but dry weather developed in early August, and conditions were becoming serious at the end of August. Rains, however, about mid-September, alleviated the situation and closed the fire season.

#### INSPECTIONS MADE BY PROVINCIAL INSPECTORS

Number of locomotive fire protective appliances inspected.....	1,850
Number of locomotive fire protective appliances defective.....	43
Percentage defective.....	2.32%

#### INSPECTIONS MADE BY BOARD'S INSPECTORS

Number of locomotive fire protective appliances inspected.....	2,598
Number of locomotive fire protective appliances defective.....	113
Percentage defective.....	4.4%

## RAILWAY FIRE PATROLS

A complete revision of the Fire Patrol Requirements on all railway lines was made and an entirely new set of Fire Patrol letters were addressed to all the railways. Due to the unprecedented increase in the number of locomotive fires on railway lines in Southern British Columbia (reported upon in the Annual Report for 1945), the patrol measures on these lines were substantially increased, and additional emergency fire-fighting tools were required to be furnished each special fire patrol, and stored at the tool house for each section. In addition, in accordance with Paragraph 29 (c) General Order No. 548, in order to adequately control the railway fire situation on specified mileage in the above territory, the railway was required to establish and maintain fireguards and other works insofar as it is practicable and feasible to plough by a bulldozer, or other means on both sides of the right-of-way.

Statistics as to railway forested mileage upon which patrols are prescribed follow:

Total miles of railway classified as being in forested territory for fire protection purposes .....	13,573
Special section patrols prescribed on.....	6,251
Special velocipede patrols prescribed on.....	92
Special power speeder patrols prescribed on.....	1,380
Total miles on which special patrol prescribed.....	7,723
Total special patrolmen (estimated).....	948
Average number of miles of track per patrolman.....	8.15
Total miles in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees.....	5,850

## FIRE STATISTICS

Of the total railway mileage subject to the Board's jurisdiction, 13,573 miles are classified as traversing forested territory. During the fire season of 1946, railways are reported as having caused 591 fires in such territory, a reduction of 80 fires over the previous season of 1945. These fires burned over a total of 16,837 acres, with forest and other property loss valued at \$29,608. Of the area burned, 7,749 acres were young forest growth, 5,394 acres merchantable timber, and 1,326 acres slashing or old burn; while 2,368 acres were non-forest land. The area of forest land burned over was thus 14,469 acres or 85.94 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$22,550 or 76.16 per cent of the total damage. Forest products valued at \$105 or 0.36 per cent, and improved property in some form valued at \$6,953 or 23.48 per cent of the total, were also destroyed. Of the 591 fires attributed to the railways, 219 or 37.06 per cent were incipient, 312 or 52.79 per cent covered between one-fourth acre and ten acres each, while 60 or 10.15 per cent attained a size over ten acres each.

In addition to the foregoing there were reported 33 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detail statistics by railways and provinces are shown in the accompanying statements Nos. 22, 23 and 24, showing distribution of fires attributed to railways, as between fires caused by locomotives and employees. The former includes fires attributed to stacks or ashpens of locomotives, or other portable boilers.

Fires attributed to locomotives comprise 92.72 per cent of the total number of railway fires and these burned 96.76 per cent of the total area, causing 90.96 per cent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 7.28 per cent of the number, 3.24 per cent of the area, and 9.04 per cent of the total monetary loss.

83 fires originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 52 are charged to campers and travellers, 11 to settlers and 20 to other known causes; 25 such fires were incipient, 50 burned one-fourth acre to ten acres each and 8 burned more than ten acres each.

These fires burned over 60 acres of young forest growth, 11 acres of merchantable timber, 20 acres of slash or old burn, not restocking, and 409 acres of non-forest lands, with total damage to forest and other property estimated at \$2,501.

Fires of unknown origin originating within 300 feet of track totalled 61, burning over 1,915 acres, with forest and other property loss valued at \$572. Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes, total 735, burning an area of 15,556 acres of forest and 3,696 acres of non-forest land, with total estimated damage of \$32,681.

Forest valuations given above are based upon stumpage values.

Statement No. 24 shows the distribution of Fires of Railway Origin, Known Causes Other Than Railway, and Fires of Unknown Origin by Provinces.

The serious increase in the number of locomotive fires on Southern B.C. Lines, reported in the 1945 report, as having occurred during the years 1942 to 1945 inclusive, has been materially reduced. In comparison there were 334 locomotive fires reported in 1945, only 119 such fires were reported as having occurred in the same territory during the past fire season of 1946. This represents a 64.37 per cent reduction.

Special tests of new type locomotive spark arresting devices have been continued and considerable progress has been made. Experiments and tests are being continued, not only on Southern B.C. Lines, but on certain railway lines in the Province of Ontario.

During the fire season of 1946 the greatest number of railway caused fires were reported as occurring in the Malachi, Kenora, Sudbury and Parry Sound districts in the Province of Ontario, due, largely, to a high fire hazard prevailing in these districts in June, July and August. The largest fire reported occurred near Malachi, and was responsible for 26 per cent of the total area burned over, and 19 per cent of the total damage caused by all railway caused fires in the Dominion.

#### FIRE GUARD REQUIREMENTS

In accordance with the Fire Guard Requirements, 4,886 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### FIRE GUARDS, 1946

Railway	Mileage both sides of track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year.	Percentage completion
Canadian Pacific.....	3,685.93	2,924	79.3
Canadian National.....	3,150.5	1,937	61.5
Northern Alberta.....	30.8	24	78.6
	6,867.23	4,886	71.1



For convenience, all detailed statements are indexed as follows:

Statement No. 1.—Number of passengers, employees and others killed and injured on railways.

Statement No. 2.—Comparative statement of killed and injured on railways for years 1945 and 1946.

Statement No. 3.—Passengers, employees and others killed and injured, showing nature of accidents.

Statement No. 4.—Character of accidents and number of persons killed and injured on railways.

Statement No. 5.—Comparative statement of classes of accidents for years 1945 and 1946.

Statement No. 6.—Comparative totals by railways of killed and injured for years 1945 and 1946.

Statement No. 7.—Collisions involving personal injury.

Statement No. 8.—Derailments involving personal injury.

Statement No. 9.—Comparative number of killed and injured on railways for ten years ended December 31, 1946.

Statement No. 10.—Number of trespassers killed and injured, by Provinces and Railways.

Statement No. 11.—Showing more prominent accidents on railways for five-year period.

Statement No. 12.—Protection provided at highway crossings during 1946.

Statement No. 13.—Nature of highway crossing protection completed in each province during 1946.

Statement No. 14.—Number of highway crossing accidents, killed and injured in each province during 1946.

Statement No. 15.—Description of protection or non-protection in effect at crossings where accidents occurred during 1946.

Statement No. 15A.—Crossing accidents separating motor vehicles, or others.

Statement No. 16.—Summary of highway crossing accidents for ten-year period ended December 31, 1946.

Statement No. 17.—Contributory factors in highway crossing accidents.

Statement No. 18.—Locations of highway crossing accidents.

Statement No. 18A.—Graphic Chart.

Statement No. 19.—Particulars of freight equipment inspected.

Statement No. 20.—Defective safety appliances on freight cars.

Statement No. 21.—Particulars of locomotives inspected.

Statement No. 22.—Summary of fires in forest sections within 300 feet of railway.

Statement No. 23.—Summary of fires of railway origin in forest sections.

Statement No. 24.—Summary by provinces of fires reported.

In order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 336,031 miles by Officers of this Department.

Respectfully submitted,

C. C. STIBBARD,

Director of Operation.



STATEMENT NO. 1.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED  
ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED  
DECEMBER 31, 1946

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	2	194	46	783	87	271	1,006	135	1,248
Canadian Pacific.....	3	205	36	825	105	261	1,172	144	1,291
Algoma Central and Hud- son Bay.....			1	8		1	8	1	9
British Columbia Electric.....		1		3		12	14		16
Dominion Atlantic.....				9	1	2	12	1	11
Essex Terminal.....				1	1	1	3	1	2
Esquimalt and Nanaimo.....		1				2	3		3
Grand River.....		6			4	3	6	4	9
Great Northern.....		1		6			4		7
Hull Electric.....					2		2	2	
London and Port Stanley.....			1		1		2	2	
Michigan Central.....			1	1	8	13	16	9	14
Montreal and Southern Counties.....		7			1	2	4	1	9
New York Central.....		1		14		2	12		17
Niagara, St. Catharines and Toronto.....				2	1	3	4	1	5
Nipissing Central.....						6	3		6
Northern Alberta.....		1	2	10	7	10	17	9	21
Oshawa Railway.....				1			1		1
Quebec Central.....		1		3	4	6	12	4	10
Quebec Railway, Light and Power Company.....		17			1		2	1	17
Pere Marquette.....			1	1	2	1	5	3	2
Sydney and Louisburg....			1			1	2	1	1
Toronto, Hamilton and Buffalo.....				9	5	8	13	5	17
White Pass and Yukon....				1	1	2	2	1	3
	5	435	89	1,677	231	607	2,325	325	2,719

STATEMENT NO. 2.—COMPARATIVE STATEMENT OF KILLED AND INJURED FOR  
YEARS ENDED DECEMBER 31, 1945, AND DECEMBER 31, 1946

	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1946.....	5	435	89	1,677	231	607	2,325	325	2,719
1945.....	8	627	81	1,807	269	814	2,513	358	3,248
Increase.....			8						
Decrease.....	3	192		130	38	207	188	33	529

STATEMENT NO. 3.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED,  
AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1946

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....		26	2	37			22	2	63
Collision head-on.....		63	8	46			15	8	109
Collision rear-end.....		35	9	35			18	9	70
Collision in yard.....		34		25			5		59
Collision at Diamond Crossing.....		2					1		2
Collision with cars ac- count open switch.....		14		10			3		24
Equipment struck in yard during switching or transfer movement.....		3		32		6	21		41
Sideswipe.....		13	3	28			21	3	41
Public highway crossing protected by gates.....					1	7	6	1	7
Public highway crossing protected by bell.....					3	11	7	3	11
Public highway crossing protected by bell and wigwag.....				2	14	41	34	14	43
Public highway crossing protected by flashing lights and bells.....					2	5	7	2	5
Public highway crossing protected by watchman.....						8	5		8
Public highway crossing unprotected.....		10	2	42	98	361	293	100	413
Private crossing.....				10	14	35	41	14	45
Trespassing.....					91	90	176	91	90
Working on or about engine.....			1	151			150	1	151
Miscellaneous.....		14	7	183	1	23	212	8	220
Adjusting couplers, coup- ling and uncoupling.....			6	50			56	6	50
Run down by engine or car between stations.....			8	2		1	11	8	3
Accidents caused by hand car, motor or velocipede.....			3	97			72	3	97
Hand car, motor car, velocipede struck by train.....		1	10	35	2	2	32	12	38
Crawling between cars, over couplers.....				4			4		4
Passing between cars, between couplers.....			2	6			8	2	6
Struck by engine or cars on adjoining track.....			1	15			16	1	15
Struck by switch stand, water spout, mail crane, or other projection.....		1		14			15		15
Crushed between cars and buildings, lumber piles.....			1	7		1	9	1	8
Explosion of locomotive boiler.....			2	1			1	2	1
Getting on and off passen- ger train.....	1	53					53	1	53
Injured when taking coal or water.....				7			7		7
Rock slides, or other obstructions on track.....				11			6		11
Rough coupling.....		8		103		6	102		117
Riding on pilot or foot- board of engine.....				17			17		17
Obstructions, overhead and on ground.....				8			8		8
Falling off top of car.....			2	48			50	2	48
Falling between cars.....			1				1	1	
Application and handling of air brakes, stopping of trains and adjusting slack.....		28		136			148		164

STATEMENT NO. 3.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED,  
AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1946—*Conc.*

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Employees getting off train in motion.....		1		97			97		98
Employees boarding train in motion.....			2	70		1	73	2	71
Slipped on ice.....		1		34			35		35
Doors closing and other minor accidents in baggage cars and coaches.....		105		27		1	132		133
Run down by engine or cars at stations or in yards.....			15	61	3	2	81	18	63
Caught in frog, guard rail or switch rod.....			1				1	1	
Caught by engine or car while throwing switch.....				1			1		1
Falling off side and end ladders of cars.....				70			70		70
While working hand brake			1	58		1	60	1	59
Handling freight and baggage.....				13			13		13
Loading and unloading O.C.S. material.....			1	23	2	1	24	3	24
Work train equipment, coal chutes and water tanks.....				12			12		12
Cars moved while being loaded or unloaded.....				2		1	3		3
Coupling and uncoupling hose.....				11			11		11
Turning angle-cock.....				12			12		12
Coach window falling.....		7					7		7
Loads shifting in transit or switching.....				6			6		6
Falling or jumping off passenger train between stations.....	4	10	1	2		2	19	5	14
Cars running away; not under control.....				2		1	2		3
Individual derailment of equipment in yard tracks.....		6		8			7		14
Caught between running boards.....				6			6		6
	5	435	89	1,677	231	607	2,325	325	2,719

STATEMENT NO. 4.—CHARACTER OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31, 1946

	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....	15		35	6	1	26	1	1	2	22	2	63
Collision head-on.....	10	6	97	5	2	12				15	8	109
Collision rear-end.....	10	5	33	6	4	15			22	18	9	70
Collision in yard.....	1		6	3		52	1		1	5		59
Collision at Diamond Crossing.....	1		2							1		2
Collision with cars account open switch.....	2		23				1		1	3		24
Equipment struck in yard during switching or transfer movement.....	9		18	10		21	2		2	21		41
Sideswipe.....	12	1	28	8	2	12	1		1	21	3	41
Public highway crossing protected by gates.....	4	1	3	2		4				6	1	7
Public highway crossing protected by bell.....	4	1	4	2	1	6	1		1	7	3	11
Public highway crossing protected by bell and wigwag.....	4	2	4		5	13	9	8	10	34	14	43
Public highway crossing protected by flashing lights and bells.....	11	1	20	14								
Public highway crossing protected by watchman.....	3		3	2	2		2		2	7	2	5
Public highway crossing unprotected.....	3		6	1			1		1	5		8
Private Crossing.....	141	37	200	118	42	175	34	21	38	293	100	413
Trespassing.....	23	5	23	12	6	13	6	3	9	41	14	45
Working on or about engine.....	76	37	42	84	46	40	16	8	8	176	91	90
Miscellaneous.....	58		60	89	1	88	3		3	150	1	151
Adjusting couplers, coupling and uncoupling.....	82	7	89	118	1	118	12		13	212	8	220
Run down by engine or car between stations.....	19	4	15	35	3	34	2	1	1	56	6	50
Accidents caused by hand car, motor or velocipede.....	7	6	1	3	2	1			1	11	8	3
Hand car, motor car, velocipede struck by train.....	58	2	80	9		12	5	1	5	72	3	97
Crawling between cars, over couplers.....	13	4	14	16	7	15	3	1	9	32	12	38
Passing between cars, between couplers.....	3		3	1		1				4		4
Struck by engine or cars on adjoining track.....	5	2	3	3		3				8	2	6
Struck by switch stand, water spout, mail crane, or other projection.....	7		7	7	1	6	2		2	16	1	15
Crushed between cars and buildings, lumber piles.....	4		4	10		10	1		1	15		15
Explosion of locomotive boiler.....	3		3	5	1	4	1		1	9	1	8
Getting on and off passenger train.....	18		19	30	1	29				53	1	53
Injured when taking coal or water.....	2		2	5		5	5		5	7		7
Rock slides, or other obstructions on track.....	2		3	2		3	2		5	6		11
Rough coupling.....	47		53	52		61	3		3	102		117
Riding on pilot or footboard of engine.....	6		6	11		11				17		17
Obstructions, overhead and on ground.....	5		5	2		2	1		1	8		8
Falling off top of car.....	23	2	21	24		24	3		3	50	2	48



[illegible]

STATEMENT NO. 5.—COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED, BY CLASS OF ACCIDENT, FOR YEARS ENDED DECEMBER 31, 1945, AND DECEMBER 31, 1946

	1945				1946				Increase				Decrease			
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents
Derailment.....	26	3	173	22	2	63							4	1	110	
Collision head-on.....	15	8	190	15	8	109									81	
Collision rear-end.....	20	6	109	18	9	70			3				2		39	
Collision in yard.....	4		22	5		59	1		37							
Collision at Diamond Crossing.....	2		29	1		2			1				1		27	
Collision with cars account open switch.....	4		20	3		24			4				1			
Equipment struck in yard during switching or transfer movement.....																
Sideswipe.....	17		34	21		41	4		7							
Public highway crossing protected by gates.....	16	3	74	21	3	41	5						5		33	
Public highway crossing protected by lightning flash.....	11	6	14	6	1	7							1	5	7	
Public highway crossing protected by bell.....	1	3											1	3		
Public highway crossing protected by bell and wigwag.....	11	4	14	7	3	11							1	1		
Public highway crossing protected by flashing lights and bell.....	43	24	60	34	14	43							9	10	17	
Public highway crossing protected by watchman.....	3	3	8	7	2	5	4						1	1	3	
Public highway crossing unprotected.....	6		14	5		8							1		6	
Private crossing.....	307	91	507	293	109	413		9					14		94	
Trespassing.....	41	14	49	41	14	45										
Working on or about engine.....	181	110	75	176	91	90			15				5	19		
Miscellaneous.....	128		132	150		151			1				15			
Adjusting couplers, coupling and uncoupling.....	209	5	210	212	8	220	22		3				23		26	
Run down by engine or car between stations.....	79	3	76	56	6	50	3		3				4		4	
Accidents caused by hand car, motor or velocipede.....	15	8	7	11	8	3			3					2		
Hand car, motor car, velocipede struck by train.....	69	5	94	72	12	38	4		4						21	
Crawling between cars, over couplers.....	28	8	59	32		4	3									
Passing between cars, between couplers.....	1		1	4		6			3				1	1		
Struck by engine or cars on adjoining track.....	9	3	6	8	2	4							4			
Struck by switch stand, water spout, mail crane, or other projection.....	20		20	16	1	15			1							
Crushed between cars and buildings, lumber piles.....	17		17	15		15							2		5	
Explosion of locomotive boiler.....	14	1	13	9	1	8							5			
Getting on and off passenger train.....				1	2	1	1		1							
Injured when taking coal or water.....	55	5	49	52	1	53			4					4		
Rock slides, or other obstructions on track.....	13		13	7		7							6		6	
Rough coupling.....	4		6	6		11	2		5							
Riding on pilot or footboard of engine.....	119	2	130	102	4	117							17		13	
Obstructions, overhead and on ground.....	31	3	28	17		17							3		11	
Falling off top of car.....	15	1	15	8		8							7		7	
	27	5	22	50	2	48	23		26				3			



## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT NO. 6.—COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED FOR YEARS ENDED DECEMBER 31, 1945, AND DECEMBER 31, 1946

Railway	1945		1946		Increase		Decrease	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	169	1,628	135	1,248			34	380
Canadian Pacific.....	152	1,343	144	1,291			8	52
Algoma Central and Hudson Bay..	1	22	1	9				13
British Columbia Electric.....	4	12		16		4	4	
Dominion Atlantic.....	2	25	1	11			1	14
Essex Terminal.....			1	2	1	2		
Esquimalt and Nanaimo.....		5		3				2
Grand River.....	4	11	4	9				2
Great Northern.....	1	6		7		1	1	
Hull Electric.....	2	4	2					4
London and Port Stanley.....	2	11	2					11
Michigan Central.....	7	21	9	14	2			7
Montreal and Southern Counties...	1	5	1	9		4		
New York Central.....	1	29		17			1	12
Niagara, St. Catharines and Tor- onto.....		36	1	5	1			31
Nipissing Central.....		3		6		3		
Northern Alberta.....		13	9	21	9	8		
Oshawa Railway.....		2		1				1
Quebec Central.....	1	7	4	10	3	3		
Quebec Railway, Light and Power Company.....		1	1	17	1	16		
Pere Marquette.....	2	9	3	2	1			7
Sydney and Louisburg.....		3	1	1	1			2
Toronto, Hamilton and Buffalo....	2	18	5	17	3			1
White Pass and Yukon.....		1	1	3	1	2		
Lake Erie and Northern.....	3	1					3	1
Maritime Coal, Railway and Power Company.....	1						1	
Midland Railway of Manitoba.....		2						2
Napierville Junction.....	1	29					1	29
National Harbour Board.....	1						1	
Ottawa and New York.....		1						1
Temiscouata Railway.....	1						1	
	358	3,248	325	2,719	23	43	56	572

	Accidents	Killed	Injured
1946.....	2,325	325	2,719
1945.....	2,513	358	3,248
Decrease.....	188	33	529



Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
42981	Jan. 31	C.N.R.	Sayabec, Matapedia Sub., Mileage 76-5.....	Que.		1	Collision head-on.
42984	Feb. 21	C.N.R.	Armagh Station, Armagh Sub., Mileage 45-8.....	Que.		4	Collision rear-end.
43032	Feb. 15	C.N.R.	Kingston, West of Catarqui Crossover, Gananoque Sid.	Ont.			
43074	Mar. 6	C.N.R.	Saint Ursule, Grand Mere Sub., Mileage 50-5.....	Que.		2	Collision rear-end.
43101	Mar. 23	C.N.R.	Toronto Terminals, Bala Sub., Mileage 4-3.....	Que.		7	Collision rear-end.
43215	Apr. 23	C.N.R.	Halifax Ocean Terminals, Bedford Sub.,.....	N.S.	2	2	Collision rear-end.
43404	July 15	C.N.R.	Dunn, 4½ poles east of east switch, Unity Sub.....	N.S.		7	Collision account open switch.
43519	July 25	C.N.R.	Hamilton, Beach Line, Diamond with Hamilton Street Railway Grimsby Sub.	Alta.		28	Collision head-on.
43606	July 23	C.N.R.	Touchwood Sub., Mileage 67.....	Ont.		2	Collision at diamond crossing.
43877	Aug. 29	C.N.R.	Kamloops Jet., Kamloops Terminal Sub.	Sask.		2	Collision head-on.
43577	Aug. 3	C.N.R.	Beamsville, Grimsby Sub., Mileage 23-24.....	B.C.		6	Collision in yard.
43763	Sept. 8	C.N.R.	East Tower, Harte Sub.	Ont.	1	4	Collision head-on.
43780	Sept. 11	C.N.R.	West Toronto, Brampton Sub., Mileage 5-54.....	Man.		2	Collision head-on.
43821	Sept. 14	C.N.R.	Clearwater Sub., Mileage 51-1.....	Ont.	1	15	Collision head-on.
43871	Sept. 14	C.N.R.	Okanagan Sub., Mileage 52 (Sweets Bridge)	B.C.		1	Collision head-on.
43778	Sept. 15	C.N.R.	Merigomish, Mulgrave Sub.	B.C.		10	Collision head-on.
43930	Sept. 21	C.N.R.	Fort Frances Sub., Mileage 109-2.....	N.S.		3	Collision head-on.
43734	Sept. 30	C.N.R.	Winnipeg.	Ont.		1	Collision rear-end.
44010	Oct. 2	C.N.R.	Kawene, Kashabowie Sub.	Man.		16	Collision account open switch.
44017	Oct. 2	C.N.R.	Asquith Sub., Mileage 15.....	Ont.		2	Collision rear-end.
43997	Nov. 24	C.N.R.	Huntingdon, Massena Sub., Mileage 55-55.....	Sask.	4	31	Collision head-on.
44187	Dec. 2	C.N.R.	Pedley, Brule Sub.	Que.		5	Collision rear-end.
44296	Dec. 26	C.N.R.	Lewvan Sub., Mileage 50.....	Alta.		3	Collision rear-end.
44185	Nov. 6	C.N.R.	West Fort William, Lake head Terminals.	Sask.		1	Collision rear-end.
42906	Jan. 31	C.P.R.	Newport Sub., Mileage 35-5.....	Ont.		1	Collision rear-end.
42576	Feb. 16	C.P.R.	Chelmsford, Cartier Sub., Mileage 91-4.....	Que.		2	Collision head-on.
42866	Feb. 25	C.P.R.	Hodgson, North Bay Sub.	Ont.		4	Collision rear-end.
42915	Feb. 25	C.P.R.	Ivy Station, 1,000 feet North of North passing track switch, Ste. Agathe Sub., Mileage 47-5.....	Ont.		27	Collision in yard.
43027	Feb. 26	C.P.R.	Tapley, Peterboro Sub., Mileage 37.....	Que.		1	Collision rear-end.
43038	Mar. 15	C.P.R.	Cookshire Yard, Megantic Sub., Mileage 47-4.....	Ont.	1	2	Collision rear-end.
43245	Apr. 30	C.P.R.	Renfrew, Kingston Sub., Mileage 0-5.....	Que.		2	Collision rear-end.
43444	June 17	C.P.R.	Cascade Sub., Mileage 10-3.....	B.C.		9	Collision in yard.
43559	July 15	C.P.R.	Red Deer Sub., Mileage 47.....	B.C.		2	Collision head-on.
43591	Sept. 21	C.P.R.	Carberry, Carberry Sub., Mileage 106.....	Alta.		3	Collision head-on.
44023	Oct. 17	C.P.R.	Nelson Sub., Mileage 37.....	Man.	3	5	Collision head-on.
O.D.X. 87649	Nov. 21	C.P.R.	Hochelega Yard, Park Ave. Sub., Mileage 2-2.....	B.C.		1	Collision head-on.
44305	Dec. 21	C.P.R.	Neskam, Shuswap Sub., Mileage 99-3.....	B.C.		1	Collision rear-end.
O.D.X. 87888	Dec. 22	C.P.R.	Cowansville Yard, Limits, Newport Sub., Mileage 7-95.....	B.C.	2	4	Collision head-on.
42886	Jan. 21	N.A.R.	McLennan, Slave Lake Sub., Mileage 206-2.....	Que.		16	Collision in yard.
43739	Jan. 28	Q.R.L. & P.	Quebec, St. Andrew Transfer tracks.....	Alta.		17	Collision in yard.
44297	Dec. 6	G.R.R.	Waterloo Sub., Mileage 2.....	Ont.		5	Collision rear-end.
O.D.X. 87890	Dec. 6	B.C.E.	Marpole.....	B.C.		1	Collision account open switch.
TOTALS.....					17	264	

STATEMENT NO. 8.—DERAILMENTS INVOLVING PERSONAL INJURY DURING THE YEAR ENDED DECEMBER 31, 1945

Investigation File	Date	Railway	Place	Prov.	Killed	Injured	Remarks
42978	Jan. 18	C.N.R.	North Branch, Chipman Sub., Mileage 11-07.	N.B.		1	Broken flange on leading wheel, leading truck C.N.R. No. 520428.
42871	Jan. 27	C.N.R.	Parry Sound Station	Ont.		1	Loose wheel on baggage car No. 8616 split switch and caused derailment.
42867	Feb. 4	C.N.R.	Tiongea, 4 miles East, Ruel Sub., Mileage 121.	Ont.		2	Broken rail with transverse fissure.
43081	Feb. 27	C.N.R.	Mount Vernon, Burford Sub., Mileage 8-19	Ont.		2	Spread track due to lateral thrust of leading engine No. 7170.
43137	Mar. 26	C.N.R.	Fraser Sub., Mileage 18-1.	B.C.		3	Engine turned over when train ran into bridge which was out of line due to mud slide.
43312	Mar. 29	C.N.R.	Hatherleigh Sub., Mileage 23-8.	Sask.		2	Irregular gauge and excessive super-elevation on curve.
43209	Apr. 6	C.N.R.	Tisdale Sub., Mileage 36.	Sask.		3	Broken rail.
43148	Apr. 10	C.N.R.	LaFayette Sub., Mileage 42, St. Casimir.	Que.		6	Broken rail.
43061	Feb. 19	C.N.R.	Yates, Wabamun Sub., Mileage 124-2	Alta.		1	Freight train derailed due to breakage of switch.
43393	May 30	C.N.R.	Collett Siding, Harcourt Sub., Mil. 60-3.	N.B.		2	Deraiment of three cars and van and sideswipe of six cars in siding.
43491	June 29	C.N.R.	Bradford, Newmarket Sub., Mileage 41-00.	Ont.		6	Sunk kink, caused by track misalignment.
43833	July 22	C.N.R.	Fraser Sub., Mileage 40.	B.C.		1	Train derailed, apparently due to brake rigging on C.N.R. No. 480434.
44141	Oct. 22	C.N.R.	Hamilton, Cannon St., Hagersville, Sub.	Ont.		1	Unknown. Curvature thought to have been contributory factor.
44174	Oct. 25	C.N.R.	Smithers, Telkwa Sub.	B.C.		1	Car derailed. Defective hand brake.
44201	Nov. 24	C.N.R.	Grand Falls Sub., Mileage 49-5.	N.B.		3	Broken rail.
42956	Feb. 26	C.P.R.	Lacombe, Leduc Sub., Mileage 18-3.	Alta.	1	2	Eyebolt on switch failed as train was passing over, resulting in derailment and subsequent sideswiping of another train on passing track.
43237	May 2	C.P.R.	Melville, 4 mile South, Orangeville Sub., Mileage 31-5.	Ont.		8	Broken rail.
43445	May 16	C.P.R.	Mountain Sub., Mileage 123.	B.C.		1	Pony truck of engine derailed in passing over new rail temporarily spiked.
43477	June 27	C.P.R.	Thessalon, Sub., Mileage 75, Dayton, 1 1/2 miles West.	Ont.		1	Sun kinked rails.
43700	Sept. 4	C.P.R.	Meigs, St. Guillaume Sub., Mileage 0-2.	Que.		1	Train extra No. 419 North being assisted by yard engine No. 3610 coupled to van, travelling at a speed of 10 miles per hour, derailed.
43990	Oct. 19	C.P.R.	Caledonia Springs, M. & O. Sub., Mil. 41.	Ont.		13	Broken rail.
42988	Feb. 26	A.C. & H.B.	Northern Sub., Mileage 184.	Ont.	1	2	Sectionman removed rail from track without providing protection.
TOTALS					2	63	

	Number of Accidents	Killed	Injured
1946.....	42	17	264
1945.....	45	14	370
Increase.....		3	
Decrease.....	3		106

	Number of Accidents	Killed	Injured
1946.....	22	2	63
1945.....	26	3	173
Increase.....			
Decrease.....	4	1	110

STATEMENT NO. 9.—TOTAL NUMBER OF PERSONS KILLED AND INJURED ON  
RAILWAYS FOR THE TEN YEARS ENDED DECEMBER 31, 1946

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1937.....	7	412	67	1,281	266	656	340	2,349
1938.....	4	371	48	814	227	477	279	1,662
1939.....	3	374	57	820	252	509	312	1,703
1940.....	5	304	58	872	250	578	313	1,754
1941.....	14	629	113	1,246	292	671	419	2,546
1942.....	44	779	123	1,225	283	661	450	2,665
1943.....	12	593	118	1,588	227	638	357	2,819
1944.....	10	472	87	1,820	256	585	353	2,877
1945.....	8	627	81	1,807	269	814	358	3,248
1946.....	5	435	89	1,677	231	607	325	2,719
	112	4,996	841	13,150	2,553	6,196	3,506	24,342

STATEMENT NO. 10.—TRESPASSERS KILLED AND INJURED, BY PROVINCES AND RAILWAYS, FOR YEAR ENDED 31 DECEMBER 31, 1946

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total										
	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Accidents	Killed	Injured								
Canadian National	3	3	11	7	5	4	6	10	3	27	13	15	3	1	3	1	2	7	2	5	76	37	42						
Canadian Pacific						1	1	11	5	30	18	13	6	3	9	4	5	10	3	54	46	30							
British Columbia Electric																				3	2	1							
Dominion Atlantic			2	1	1															2	2	1							
Hull Electric								2	2	1	1									1	2	1							
London and Port Stanley																				1	1	1							
Northern Alberta																				3	3	2							
Quebec Central								2	1											1	1	1							
Quebec Railway								1	1											1	1	1							
Powder Mill & Lake Umbagog								1	1											1	1	1							
Sydney and Louisbourg			1		1																								
Toronto, Hamilton & Buffalo	3	3	14	8	7	10	4	7	26	12	14	59	33	28	9	4	5	12	9	3	17	6	12	25	12	14	176	91	90

Acc. Accidents, K. Killed, I. Injured.

Acc. Accidents, K. Killed, I. Injured.

STATEMENT NO. 11.—PERSONS KILLED AND INJURED IN THE MORE PROMINENT ACCIDENTS ON THE VARIOUS RAILWAYS, UNDER THE JURISDICTION OF THE BOARD, SHOWN SEPARATELY FOR YEARS ENDED DECEMBER 31, 1942, 1943, 1944, 1945 AND 1946

	1942		1943		1944		1945		1946		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment												
Collision head-on	4	54	1	167	10	141	3	173	2	63	20	598
Collision rear-end	18	123	12	183	2	98	8	190	8	109	48	708
Collision in yard	47	485	5	122	2	129	6	109	9	70	69	915
Collision at Diamond Crossing	1	15	2	13		2		22		59	3	111
Collision with cars account open switch		11	1	6		6		28		2		54
Highway crossings unprotected	27	18	37	37	1	20	40	110	20	24	153	446
Highway crossings protected	119	105	33	73	33	84	31	597	100	413	468	2,020
Adjusting couplers, coupling and uncoupling	1	42	8	366	108	363	3	76	4	30	23	265
Trespassing	114	130	104	95	92	70	110	75	9	30	541	460
Hand car, motor car, velocipede struck by train	10	25	9	48	6	39	8	59	12	38	45	209
Struck by switch, stand, water spout, mail crane, or other projection	1	23		25	1	18		17		15	2	98
Crushed between cars and buildings, lumber piles		1		13		8		13		43	2	43
Getting on and off passenger train	3	80	7	104	2	63	5	49	1	58	18	381
Falling off top of car	3	29	3	40	2	42	5	22	2	48	15	181
Falling between cars	1	3	1	3	1	1					4	7
Employees getting off train in motion	2	64	3	105	7	141	1	136	1	98	13	544
Employees boarding train in motion	1	48	3	79	1	77	1	77	2	71	7	366
Run down by engine or cars at stations or in yards	30	59	28	60	14	63	17	62	1	63	107	307
Explosion of locomotive boiler			3	3	3	5			2	1	8	9
Total	382	1,686	301	1,563	290	1,417	298	1,761	275	1,349	1,546	7,806



REPORT OF THE COMMISSIONERS

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements Effectuated	Date of Improvement
27073-143		Nelson Sub., Mileage 66-8, B.C.	C.P.R.	West approach of crossing graded.	July 15, 1946
3878-268		Bellevue, Foster Ave., Ont.	C.P.R.	Approaches graded.	Dec. 13, 1946
26711-229	65644	Fort William, Arthur St., Lake Head Terms Sd., Ont.	C.N.R.	Two flashing light signals and one bell installed; formerly unprotected.	April 13, 1946
26711-702	65907	Haig Blvd., Oakville Sub., Mileage 10-58, Ont.	C.N.R.	Two flashing light signals and one bell installed; formerly unprotected.	July 25, 1946
26782-88	66033	St. Pascal Station, East of, Mileage 25-22, Que.	C.N.R.	Two flashing light signals (automatic) and one bell installed; formerly bell and danger sign.	Jan. 17, 1946
9437-201	66824	Mallorytown Station, 1st East of, Ont.	C.N.R.	Two flashing light signals and one bell installed; formerly one bell.	June 7, 1946
9437-772	66907	Glencoe Station, West of, Windsor Sub., Mileage 30-32, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 22, 1946
9437-774	66818	Winchester Sub., Mileage 105-6, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	May 30, 1946
27156-126	66973	South Bay, Gault Road, St. John Sub., Mileage 4-57, N.B.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Sept. 23, 1946
28300-49	66911	Hebron, West of, Yarmouth Sub., Mileage 82-41, N.S.	D.A.R.	Two flashing light signals and one bell installed; formerly unprotected.	Sept. 23, 1946
29680-2	65158	Galt, Dundas and Beverly Streets, Ont.	G.R.R.	Four flashing light signals and two bells installed; formerly single bell.	Feb. 7, 1946
9437-1221	65824	New Westminster, Columbia St., B.C.	G.N.R.	Two flashing light signals and one bell installed; formerly one bell.	Jan. 28, 1946
Case 588	65348	Essex, Talbot St., Detroit and Buffalo Sub., Ont.	N.Y.C.	Flashing light signals and one bell installed; formerly double bells and wigwags.	Feb. 22, 1946
9437-1120	66495	Chatham, Sarnia and Erie Sub., Mileage 18-91, Ont.	P.M.R.	Two flashing light signals and one bell installed; formerly bell and wigwag.	Mar. 21, 1946
31646-10	65484	East Angus, Angus St., Quebec Sub., Mileage 16-9, Que.	Q.C.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 28, 1946
9437-1338		Montreal, Cremazie Rd., Park Ave. Sub., Mileage 7-24, Que.	C.P.R.	Two flashing signals equipped with reflector signs installed.	Oct. 16, 1946
30213-44		Victoria, Burnside Road, Cowichan Sub., Mileage 2-59, B.C.	C.N.R.	Brush cut down.	Jan. 23, 1946
44280		Clarkson, Oakville Sub., Mileage 16-62, Ont.	C.N.R.	South-east corner of crossing cleared out with exception of one pine tree.	Feb. 20, 1946
27467-218		Bohey Sub., Mileage 4-16, Sask.	C.N.R.	Brush on both approaches north of the crossing and east of the road south of the crossing cut down.	Mar. 1, 1946
27675-268		Sarnia, London Rd., Forest Sub., Mileage 68-8, Ont.	C.N.R.	Trees and brush obstructing view in south-west quadrant removed.	June 7, 1946
26711-563		Tilsburg Junction, 1st West, C.uga Sub., Mileage 96-20, Ont.	C.N.R.	Brush removed in north-east and north-west angles of crossing.	June 21, 1946
26711-569		Westboro, Clia A., Renfrew Sub., Mileage 4-8, Ont.	C.N.R.	Brush removed from railway property north of crossing.	July 8, 1946
26782-582		Kaloka, Illia St., Okanagan Sub., Mileage 118-9, B.C.	C.N.R.	Brush and small trees cut down on both sides of track.	Aug. 8, 1946
27467-222		Brick Station, 1st East, Avon Sub., Mileage 54-6, Que.	C.N.R.	Brush in south-east angle of crossing cut down.	Oct. 8, 1946
26744-159		Ridgedale Station, 3 poles East, Brooksby Sub., Mileage 23-1, Sask.	C.N.R.	Snow fence relocated and height of fence cut down.	Dec. 23, 1946
		St. Arathe, 1st North of Station, Letellier Sub., Mileage 20-43, Man.			
27811-97		Huglienden Station, 1st East, Hardisty Sub., Mileage 111-7, Alta.	C.P.R.	Willow brush cut down in south-east corner of crossing and also poplars east of grain loading siding.	Feb. 9, 1946
26727-542		Elliott Station, 1-88 miles East, Belleville Sub., Mileage 19-32, Ont.	C.P.R.	Evergreen tree and brush removed.	Mar. 13, 1946
26727-148		Ostrander, 2-10 miles North, Port Burwell Sub., Mileage 10-19, Ont.	C.P.R.	Large tree and small brush in the north-west angle removed.	Mar. 13, 1946
26727-543		Leduc Station, 1st South, Leduc Sub., Mileage 79-1, Alta.	C.P.R.	Trees trimmed in south-west angle of crossing.	April 17, 1946
26711-188		Guelph Junction, 2 miles North, Fergus Sub., Ont.	C.P.R.	Bushes, cedar tree and one apple tree removed.	May 13, 1946
26711-193	66939	Harland, Kennedy's crossing, Shogomoc Sub., Mileage 63-10, N.B.	C.P.R.	Bushes cut away.	Oct. 21, 1946
27401-23		Pleasantdale Station, 1st South, Mellort Sub., Mileage 69-2, Sask.	C.P.R.	Trees in south-east angle cut down.	Oct. 23, 1946
26807-189		Penhold, 1st North of Station, Red Deer Sub., Mileage 84-3, Alta.	C.P.R.	Clump of willow trees cut down.	Nov. 5, 1946
27811-149					Nov. 4, 1946

STATEMENT NO. 12. STATEMENT SHOWING HIGHWAY CROSSINGS AT WHICH PROTECTION PROVIDED, AND THE NATURE OF PROTECTION, DURING THE PERIOD OF TWELVE MONTHS ENDED DECEMBER 31, 1946—*Continued*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements Effectuated	Date of Improvement
24424		Blairmore, Victoria St., Crossings Sub., Mileage 88-3, Alta.	C.P.R.	200 Watt Street light fixture with reflector 50 feet east of crossing and a similar fixture 38 feet west of crossing.	Nov. 15, 1945
9437-1222	66580 & 67335	Brandford, Toll Gate crossing, Dundas Sub., Mileage 24-95, Ont.	C.P.R.	Sign lines established.	Dec. 17, 1945
38352-18		Kentville, Main St., N.S.	D.A.R.	Brush in south-west sector of crossing cut down.	Feb. 16, 1945
27502-41		Vanessa Stop, Waterloo Sub., Mileage 38-74, Ont.	T.H. & B.	Trees in south-east angle of crossing cut down.	May 3, 1945
40482	57205	Fredericton, Dunn's crossing, N.B.	C.N.R.	Highway diverted. Dunn's and Morrison's crossings closed.	Oct. 22, 1945
26727-542		Elliot Station, 1-88 miles East, Churchill's crossing, Belleville Sub., Mileage 19-32, Ont.	C.P.R.	New crossing at Morrison's constructed.	Jan. 25, 1945
9437-1328		Montreal, Champlain Road Park Ave., Sub., Mileage 7-24, Que.	C.P.R.	Advance warning signs erected on each side of crossing.	Aug. 20, 1945
27401-23		Harford, East of Kennedy's crossing, Shogomoc Sub., Mileage 68-13, N.B.	C.P.R.	Reflectorized advance signs installed by city.	Oct. 23, 1945
27401-110		Perth, Main St., Shogomoc Sub., Mileage 100-3, N.B.	C.P.R.	Advance warning signs erected.	Dec. 2, 1945
9437-72		Steelesville, Queen St., Galt Sub., Mileage 20-2, Ont.	C.P.R.	Advance warning signs equipped with reflectorized buttons erected.	Dec. 9, 1945
27456-104		Megantic, Agnes St., Moushead Sub., Mileage 116-72, Que.	C.P.R.	Advance warning signs repaired.	Aug. 2, 1945
27401-77		Cody Station, 1st East, Minto Sub., Mileage 70-1, N.B.	C.P.R.	Advance warning sign on south-east approach reconstructed.	Oct. 12, 1945
9437-137		Charing Cross Station, East of, Main Line Sub., Mileage 171-80, Ont.	M.C.R.	Advance signs erected.	Mar. 27, 1945
26842-61		Waterford, Pond Rd., Ont.	T.H. & B.	Reflectorized advance warning signs erected.	Nov. 22, 1945
30762-297		Tuft's Cove, Dartmouth Sub., Mileage 10-76, N.S.	C.N.R.	Standard cross sign installed.	May 17, 1945
33364-5		Kirkland Lake Station, 1st East, Kirkland Lake Sub., Mileage 10-88 (Highway No. 66), Ont.	N.P.C.	Additional crossing sign erected (standard).	Nov. 12, 1945
30213-63		Lula Island Sub., Mileage 12-12, B.C.	C.N.R.	Motor carrier stop signs erected.	Mar. 13, 1945
40248-1		Malartic Station, Val D'Or Sub., Mileage 53-3, Que.	C.N.R.	Stop sign erected on south side of track.	April 17, 1945
21705		Edmonton, 1091 Ave. and 126th St., Edmonton Term. Sub., Mileage 0-58, Alta.	C.N.R.	Stop board moved as close as possible to the intersection on either side of crossing.	Aug. 1, 1945
40288		Wymndell, Nelson Sub., Mileage 73-8, B.C.	C.P.R.	Stop signs erected.	May 28, 1945
27155-215		Sec. Aquatic Station, 1st North, Ste. Agathe Sub., Mileage 44-36, Que.	C.P.R.	Stop sign with reflectors installed, on south-east of track.	Jan. 7, 1945
27565-71		Gladstone, Dennis St., Highway No. 4, Man.	C.P.R.	Stop signs erected.	Aug. 9, 1945
30246		Vancouver, Borden Ave., B.C.	B.C.E.	Stop signs erected.	April 29, 1945
29383-30		Reynolds, Ave., B.C.	C.P.R.	Additional track constructed. One new crossing.	Mar. 20, 1945
40644		Cartier Sub., Mileage 22-23, Ont.	C.P.R.	New crossing constructed. Old crossing closed at Mileage 22-18.	Dec. 20, 1945
22945-68		Windsor, Larko W. Road, Mileage 92-8, B.C.	C.P.R.	Spur line brought up to standard.	Feb. 20, 1945
27159-104		Megantic, Agnes St., Moushead Sub., Mileage 116-72, Que.	C.P.R.	Parking limitation of 10 miles per hour maintained.	Aug. 20, 1945
26711-483		Village of Killarney, Renfrew Sub., Mileage 63-2, Ont.	C.N.R.	Speed limitation of 10 miles per hour maintained.	Sept. 28, 1945
17098		Woodstock, Drive St., Galt Sub., Mileage 87-99, Ont.	C.P.R.	Speed limitation of 10 miles per hour maintained.	Oct. 11, 1945
27401-77		Cody Station, 1st East of, Minto Sub., Mileage 70-1, N.B.	C.P.R.	Speed limitation of 10 miles per hour maintained.	Mar. 13, 1945
26727-547		Caughy, Cadoretch Sub., Mileage 30-74, Ont.	C.P.R.	Speed limitation of 10 miles per hour maintained.	Nov. 27, 1945
26765-133		St. Catharines, John St., Falls Sub., Mileage 0-37, Ont.	N.S.P.C. & B.C.E.	Cars must not be spotted or left on track within 75 feet on either side of Oak Street.	April 4, 1945
33411-1		Vancouver, Oak St., Westminster District No. 2, B.C.	B.C.E.		

STATEMENT NO. 13.—STATEMENT SHOWING THE NUMBER OF HIGHWAY CROSSINGS AT WHICH PROTECTION HAS BEEN COMPLETED AND THE NATURE OF PROTECTION, SET OUT BY PROVINCES, FOR THE TWELVE MONTHS ENDED DECEMBER 31, 1940

—	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Totals
Approaches graded.....					1				1	2
Four flashing lights and two bells installed.....					1					1
Two flashing lights and one bell installed.....		1	1	2	7				1	12
Two wigwags equipped with reflector sign installed.....				1						1
Removal of obstructions to view.....		1	1	1	9	1	3	4	3	23
Diversion.....										1
Advance warning signs installed.....			2		2					4
Advance warning signs repaired.....			1	1						2
Additional track constructed.....							1			1
New crossing constructed.....					1					1
Spur line constructed.....									1	1
Planking brought up to standard.....				1						1
Reflectorized advance warning signs installed.....				1	2					3
Stop signs erected.....		1		2	1	1		1	3	9
Speed restriction maintained.....			1	4						5
Cars must not be spotted or left on track within 75 feet on either side of crossing.....									1	1
Totals.....		3	7	13	24	2	4	5	10	68

STATEMENT NO. 14. HIGHWAY CROSSING ACCIDENTS SHOWING NUMBER OF PERSONS KILLED AND INJURED, BY PROVINCES, FOR THE YEAR ENDED DECEMBER 31, 1946

Railways	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.
Canadian National	3	4	12	6	12	8	2	28	67	16	13	2	18	11	2	13	3	4	166	41
Canadian Pacific						9	1	55	40	20	15	6	23	15	3	25	4	3	130	30
Algonia Central & Hudson Bay							15	61	1				21						130	190
British Columbia Electric																			1	1
Esquimalt and Nanaimo																			1	9
Essex Terminal																			1	1
Grand River									1	1									1	1
Michigan Central									10	7	10								10	7
Montreal & Southern Counties									3	1									2	1
New York Central									2	1									2	1
Niagara, St. Catharines and Toronto									3	1									3	1
Nipissing Central									3	1									3	1
Northern Alberta									2	1									2	1
Pere Marquette									5	2									5	2
Quebec Central									3	4									3	4
Sydney and Louisbourg																				
Toronto, Hamilton & Buffalo																				
Total	3	4	13	7	12	17	3	38	133	54	28	9	41	35	10	51	15	2	332	120

STATEMENT NO. 15. PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31, 1946

Railway	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.	Acc.	K.
Gates							4	1	1	1									6	1
Beil			1	1			5	2	1	1									7	3
Bell and Wigwag							2	10	2	1									3	11
Flashing Lights and Bells			2	2	3	1	4	4	22	9	27		1		2				34	14
Watchman					1	1	2	2	2	2									7	2
Unprotected	3	4	10	7	9	12	64	16	100	42	22	27	9	40	34	10	50	15	203	100
Total	3	4	13	7	12	16	3	37	132	54	29	9	42	35	10	51	16	5	332	120



STATEMENT NO. 15 A. - PARTICULARS OF HIGHWAY CROSSING ACCIDENTS BY PROVINCE SHOWING PROTECTION OR NON-PROTECTION IN EFFECT AND "MOTORS" OR "OTHERS" FOR THE YEAR ENDED DECEMBER 31, 1946

	Gates				Lightning Flash				Bell				Bell and Wigwag				Flashing Lights and Bells				Watchman			
	Motor		Other		Motor		Other		Motor		Other		Motor		Other		Motor		Other		Motor		Other	
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Island.....																								
Nova Scotia.....	1																							
New Brunswick.....	3	5	1																					
Quebec.....																								
Ontario.....																								
Manitoba.....																								
Saskatchewan.....																								
Alberta.....																								
British Columbia.....																								
Totals.....	4	6	2	1	1				6	2	11	1	1	26	10	38	8	4	5	5	1	4	2	1
																								8

	Unprotected				Total Motors				Total Others				Grand Totals			
	Motor		Other		Motor		Other		Motor		Other		Accidents		Killed	
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.				
Prince Edward Island.....																
Nova Scotia.....	3	7	9										3	13	7	4
New Brunswick.....	10	2	27										16	16	3	12
Quebec.....	12	9	101										79	23	3	37
Ontario.....	53	40	117	11									132	54	23	125
Manitoba.....	93	4	35	7	7	5							29	9	5	159
Saskatchewan.....	24	4	35	3	5	5							36	4	10	42
Alberta.....	31	9	46	3	1	4							32	3	35	51
British Columbia.....	25	8	37	2	1	1							29	9	9	40
Totals.....	16	5	17										16	16	5	17
	267	84	393	26	16	20							352	120	8	487

## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT NO. 16.—STATEMENT SHOWING HIGHWAY CROSSING ACCIDENTS WITH NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR TEN-YEAR PERIOD  
ENDED DECEMBER 31, 1946

	Accidents	Killed	Injured
1937.....	286	114	411
1938.....	242	96	300
1939.....	243	102	348
1940.....	346	133	485
1941.....	380	137	521
1942.....	341	146	476
1943.....	301	111	439
1944.....	340	141	447
1945.....	352	131	617
1946.....	352	120	487
Totals.....	3,213	1,231	4,531

STATEMENT NO. 17.—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1946

	Accidents	Killed	Injured
<i>Motor Vehicles Struck by Train—</i>			
Daylight Hours.....	131	53	172
Night Hours.....	73	23	99
Total.....	204	76	271
<i>Horse-Drawn or Other Vehicles Struck by Train—</i>			
Daylight Hours.....	8	5	9
Night Hours.....	3	2	5
Total.....	11	7	14
<i>Pedestrians Struck by Train—</i>			
Daylight Hours.....	19	12	8
Night Hours.....	10	5	5
Total.....	29	17	13
<i>Motor Vehicles Ran Into Side of Train—</i>			
Daylight Hours.....	26	7	43
Night Hours.....	59	10	105
Total.....	85	17	148
<i>Accidents in which Railway Track Cars Involved—</i>			
Daylight Hours.....	23	3	41
Total.....	23	3	41
<i>Total Number of Accidents—</i>			
Daylight Hours.....	207	80	273
Night Hours.....	145	40	214
Grand Total.....	352	120	487

Number of accidents which occurred at crossings protected by Gates.....	6
Number of accidents which occurred at crossings protected by Bell.....	7
Number of accidents which occurred at crossings protected by Bell and Wigwag.....	34
Number of accidents which occurred at crossings protected by Flashing Lights and Bell.....	7
Number of accidents which occurred at crossings protected by Watchman.....	5
Number of accidents which occurred at crossings Unprotected.....	293
Total.....	352

## REPORT OF THE COMMISSIONERS

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
42,068	27,218-79	Jan. 22	4:04 p.m.	C.N.R.	Elmsdale, Bedford St., Mileage 32-16, N.S.	1	1	Unprotected	Auto truck
42,069	27,218-80	Jan. 18	10:35 a.m.	C.P.R.	Embskitten, St. John Sub., Mileage 34-13, N.B.		1	Unprotected	Auto truck
42,070	27,218-81	Jan. 13	10:35 a.m.	C.N.R.	Sydney, Prince St., Sydney Sub., Mileage 10-5, Que.		2	Unprotected	Auto
42,071	26,759-378	Jan. 13	7:07 a.m.	C.N.R.	William Road, Hemmingford Sub., Mileage 10-5, Que.		2	Unprotected	Auto
42,072	40,948-8	Jan. 23	6:30 p.m.	C.N.R.	Maillard, 1st east of Station, Val D'Or Sub., Mileage 2-78, Que.		2	Unprotected	Auto taxi
42,073	26,759-378	Jan. 19	6:30 p.m.	C.N.R.	St. Laurent, 1st West, Sorel Sub., Mileage 40-84, Que.		2	Unprotected	Auto truck
42,074	26,437-1071	Jan. 19	11:30 p.m.	C.N.R.	Laurent, 1st West, L'Assomption Sub., Mileage 40-84, Que.		1	Unprotected	Auto truck
42,075	27,156-90	Jan. 18	10:05 a.m.	C.P.R.	Louiseville Station, 2nd East of Three Rivers Sub., Mileage 62-08, Que.		1	Unprotected	Horse-drawn sleigh
42,076	31,646-14	Jan. 23	4:20 p.m.	Q.C.R.	Old Derby Shelter Station, 1st North of, Newport Sub., Mileage 34-9, Que.		3	Unprotected	Auto
42,078	253	Nov. 10	4:53 a.m.	C.N.R.	Caledonia, Argyle St., Dunville Sub., Mileage 53-73, Ont.		1	Double bell and wivag	Auto truck
42,084	26,711-161	Jan. 10	6:38 p.m.	C.N.R.	Peterboro, Campbellford Sub., Mileage 64-18, Ont., McDonell St.		1	Unprotected	Auto
42,085	26,755-67	Jan. 12	2:45 a.m.	C.N.R.	Guelph, Paisley St., Fergus Sub., Mileage 30-40, Ont.		1	Unprotected	Auto
42,087	26,514-31	Jan. 29	2:00 p.m.	C.N.R.	Shakespeare, 1st North of Bala Sub., Mileage 125-4, Ont.		1	Unprotected	Auto
42,088	26,711-717	Jan. 21	4:05 p.m.	C.N.R.	Shakespeare, 1st East of, Brampton Sub., Mileage 81-58, Ont.		1	Unprotected	Auto
42,089	26,711-865	Jan. 23	7:30 p.m.	C.N.R.	Granton Station, Main St., Forest Sub., Mileage 9-39, Ont.		1	Unprotected	Auto
42,084	26,727-162	Jan. 15	9:15 a.m.	C.P.R.	Ottawa, Carling Ave., Prescott Sub., Mileage 1-34, Ont.		1	Single bell and wivag	Auto bus
42,788	8,038	Jan. 19	6:50 p.m.	C.P.R.	London, 2-33 miles East of, Galt Sub., Mileage 113-03, Ont.		1	Watchman	Auto
42,708	26,727-546	Jan. 8	10:20 a.m.	C.P.R.	Leanne, 2-33 miles East of, Windsor Sub., Mileage 73-76, Ont.		1	Unprotected	Auto truck
42,707	26,727-548	Jan. 16	2:40 a.m.	C.P.R.	Walkerville Jct., 3-4 miles East of, Windsor Sub., Mileage 104-71, Lauxon Rd., Ont.	1		Unprotected	Auto
42,851	26,727-547	Jan. 15	7:35 p.m.	C.P.R.	Guelph, Morris St., Goderich Sub., Mileage 30-74, Ont.		2	Unprotected	Auto
42,841	26,727-394	Jan. 17	6:55 p.m.	C.P.R.	Beeton, South of, MacTier Sub., Mileage 38-90, Ont.		1	Unprotected	Auto truck
42,765	26,842-192	Jan. 22	10:16 a.m.	M.C.R.	Essex, Ellis Rd., Main Line Sub., Mileage 212-23, Ont.		1	Unprotected	Auto truck
42,760	33,364-2	Jan. 1	5:45 a.m.	N.C.R.	Kirkland Lake Station, 1st West, Kirkland Lake Sub., Mileage 5-41, Ont.		1	Unprotected	Auto
42,734	27,744-116	Jan. 1	2:40 a.m.	C.N.R.	Brandon, 13th St., Cromer Sub., Mileage 0-6, Man.		1	Unprotected	Auto
42,712	27,365-110	Jan. 9	12:20 a.m.	C.P.R.	Virden, 1st West of Station, Broadview Sub., Mileage 47-4, Man.		2	Unprotected	Auto
42,767	27,467-218	Jan. 10	4:12 p.m.	C.N.R.	Bohney Station, 4th East, Bohney Sub., Mileage 4-16, Sask.	1		Unprotected	Auto
42,786	27,467-219	Jan. 21	6:12 p.m.	C.N.R.	Laura Station, 1st West, Rosetown Sub., Mileage 31-25, Sask.		7	Unprotected	Auto
42,800	27,467-217	Jan. 31	11:00 a.m.	C.N.R.	Arborefield, 1st West of, Arborefield Sub., Mileage 19-35, Sask.		1	Unprotected	Auto
42,850	26,807-139	Jan. 31	12:55 k.	C.P.R.	Conquest, 1st West of Station, Kerrobert Sub., Mileage 9-62, Sask.		1	Unprotected	Auto
42,862	26,807-184	Jan. 28	18:48 k.	C.P.R.	Prince Albert, 1st East of Station, 14th St., Prince Albert Sd., Sask.		1	Unprotected	Truck
42,796	26,807-183	Jan. 24	5:59 p.m.	C.P.R.	Estevan Sub., Mileage 110-2, No. 1 Highway, Sask.		1	Unprotected	Auto truck
42,900	26,807-185	Jan. 15	10:40 k.	C.P.R.	Estevan Sub., Mileage 148, Sask.		1	Unprotected	Truck
42,853	27,811-191	Jan. 27	12:30 k.	C.P.R.	Millicent, Bassano Sub., Mileage 38-2, Alta.		1	Unprotected	Horse and rider.
42,777	27,811-190	Jan. 6	12:15 a.m.	C.P.R.	Leduc Sub., Mileage 58-46, Alta.		2	Unprotected	Auto
42,925	27,973-24	Jan. 21	17:25 k.	C.P.R.	Coquitlam, Shaughnessy St., Cascade Sub., B.C.		1	Unprotected	Auto
42,967	27,218-173	Feb. 11	8:00 a.m.	C.N.R.	River John, Mountain Road, Oxford Sub., Mileage 45-94, N.S.		2	Unprotected	Auto
42,962	27,218-85	Feb. 21	12:19 p.m.	C.N.R.	Macan, River Hebert Road, Spryhill Sub., Mileage 69-06, N.S.		1	Unprotected	Auto
42,965	33,229-45	Feb. 4	1:23 p.m.	C.N.R.	Richardsville, Nash Crossing, Bathurst Sub., Mileage 182-36, N.B.	1	3	Bell and wivag	Auto truck
42,964	28,916-12	Feb. 5	12:45 p.m.	C.P.R.	Pentfield, 1st East, Shore Line Sub., Mileage 36-03, N.B.		1	Unprotected	Military truck
43,098	29,369	Feb. 15	9:28 a.m.	C.N.R.	Victoriaville, 2nd West of Octave St., Dorville Sub., Mileage 55-5, Que.	1	1	Unprotected	Auto truck
42,842	28,100	Feb. 2	11:25 p.m.	C.P.R.	Hull, Ste. Hyacinthe St. M. & O. Sub., Mileage 89-30, Que.		5	Bell	Auto bus
42,830	27,156-216	Feb. 2	11:10 a.m.	C.P.R.	Drummondville, St. Leon St., Drummondville Sub., Mileage 53-3, Que.		1	Unprotected	Auto truck
42,834	27,156-251	Feb. 11	9:31 a.m.	C.P.R.	Sutton, North Main St., Newport Sub., Mileage 19-18, Que.		1	Unprotected	Horse-drawn sleigh.





43, 163	26, 711-244	Apr. 22	10-35 p.m.	C.N.R.	London, Highbury Ave., Dundas Sub., Mileage 75-63, Ont.	3	Unprotected	Auto
43, 176	26, 711-869	Apr. 16	3-15 p.m.	C.N.R.	Westboro, Clyde Ave., Renfrew Sub., Mileage 4-8, Ont.	1	Unprotected	Auto truck
43, 244	26, 711-870	Apr. 28	3-05 p.m.	C.N.R.	Severn, 2nd North, New Market Sub., Mileage 101-2, Ont.	1	Unprotected	Auto truck
43, 170	26, 765-259	Apr. 29	3-07 p.m.	C.N.R.	Welland, Ontario Rd., Welland Sub., Mileage 14-91, Ont.	1	Unprotected	Pedestrian
43, 170	26, 727-397	Apr. 3	1-42 p.m.	C.P.R.	Cardnoe, Adelaide Rd., Windsor Sub., Mileage 15-12, Ont.	1	Unprotected	Auto
43, 280	26, 727-540	Apr. 27	10-24 a.m.	C.P.R.	Sturgeon Falls, Pembroke St., Cartier Sub., Mileage 23-77, Ont.	2	Unprotected	Auto truck
43, 257	26, 727-559	Apr. 20	3-20 a.m.	C.P.R.	Thessalon Sub., Mileage 116-12, Ont.	2	Unprotected	Auto
43, 129	9, 437-1245	Apr. 20	15-17 p.m.	M.C.R.	Stevensville, Victoria Ave., Main Line Sub., Mileage 15-08, Ont.	1	Double bell and wigwag	Auto
43, 245	26, 711-871	Apr. 29	1-00 p.m.	M.C.R.	Chippawa, Clippawa St., Ont.	1	Unprotected	Auto
43, 151	26, 807-135	Apr. 23	9-30 a.m.	C.P.R.	Waldeck Station, 3rd East, Swift Current Sub., Mileage 97-1, Sask.	1	Unprotected	Auto
43, 142	31, 111-100	Apr. 13	10-45 p.m.	C.P.R.	Irvine Station, 1st West, Maple Creek Sub., Mileage 125-9, Alta.	3	Unprotected	Auto
43, 109	34, 282	Apr. 16	6-15 a.m.	C.P.R.	Chase, 2nd East, Shuswap Sub., Mileage 93-46, B.C.	1	Unprotected	Auto truck
43, 400	27, 218-125	May 23	5-56 p.m.	C.N.R.	Alton, Bedford Sub., Mileage 51-25, N.S.	1	Unprotected	Auto truck
43, 188	33, 229-142	May 3	6-30 p.m.	C.N.R.	South Devon, Barker St., Niskawak Sub., Mileage 109, N.B.	1	Unprotected	Auto truck
43, 276	9, 437-1119	May 25	8-00 p.m.	C.N.R.	South Durham, West (1st) of Station, St. Hyacinthe Sub., Mileage 10-42, Que.	2	Unprotected	Auto
43, 255	27, 156-270	May 6	9-25 p.m.	C.P.R.	Gracefield, St. Eugene St., Maniwaki Sub., Mileage 57-39, Que.	1	Unprotected	Auto truck
43, 278	27, 156-75	May 26	7-25 a.m.	C.P.R.	St. Hyacinthe, St. Dominique Rd., St. Guillaume Sub., Mileage 24-9, Que.	1	Double bell	Pedestrian
43, 272	9, 437-20	May 23	10-00 a.m.	C.N.R.	Kitchener, Alrens St., Brantford Sub., Mileage 62-90, Ont.	1	Unprotected	Auto
43, 299	26, 711-875	May 25	6-45 a.m.	C.N.R.	Beamsville, Old Middle Rd., Grimsby Sub., Mileage 20-28, Ont.	1	Unprotected	Auto truck
43, 254	26, 711-823	May 9	11-45 p.m.	C.N.R.	Lakeview, Alexander Ave., Oakville Sub., Mileage 11-02, Ont.	1	Unprotected	Auto
43, 279	26, 842-61	May 18	11-00 a.m.	C.N.R.	Strathroy, Metcalfe St., Strathroy Sub., Mileage 20-04, Ont.	1	Double bell	Pedestrian
43, 235	26, 842-61	May 24	1-00 a.m.	T.H. & B.	Waterford, Pond Rd., Waterford Sub., Mileage 79-90, Ont.	5	Unprotected	Auto
43, 262	32, 986	May 9	7-25 p.m.	C.N.R.	Robin Station, 1st East, Fogo Sub., Mileage 62-45, Man.	1	Unprotected	Auto
43, 291	37, 467-221	May 18	11-30 a.m.	C.N.R.	Bratton Station, 1st West, Sprague Sub., Man.	1	Unprotected	Auto
43, 254	37, 467-244	May 11	10-30 a.m.	C.P.R.	Glenn Ewen Station, 1st West, Ixcoy Sub., Mileage 39-7, Sask.	1	Unprotected	Auto
43, 307	14, 600	May 23	4-25 p.m.	C.P.R.	Whitewood Station, 1st West, Broadview Sub., Mileage 107-6, Sask.	1	Unprotected	Auto
43, 318	21, 705	May 21	11-45 p.m.	C.N.R.	Edmonton, 102nd Ave. and 126th St., Edmonton Term. Sub., Mileage 0-38, Alta.	1	Unprotected	Auto
43, 322	20, 921	May 26	10-25 p.m.	C.N.R.	Edmonton, 127th St., Edmonton Term. Sub., Mileage 4-37, Alta.	2	Unprotected	Motorcycle
43, 353	38, 550-89	June 10	8-00 a.m.	C.N.R.	Emerald Jct., Main Rd., King, Barleau Sub., Mileage 0-25, P.E.I.	2	Unprotected	Auto truck
43, 282	9, 437-350	June 5	8-53 a.m.	C.N.R.	Ste. Madeleine Station, 1st East, Ste. Simon Rd., Ste. Hyacinthe Sub., Mileage 48-37, Que.	1	Bell	Auto
43, 358	26, 782-384	June 16	10-05 p.m.	C.N.R.	Ayrness, Alexandria Sub., Mileage 37-93, Que.	4	Unprotected	Auto
43, 256	26, 782-383	June 17	3-12 p.m.	C.N.R.	Quebec, 10th St., Batiscan Sub., Mileage 2-68, Que.	1	Unprotected	Auto truck
43, 357	26, 782-382	June 13	11-01 a.m.	C.N.R.	Brie Station, 1st East, Armaugh Sub., Mileage 54-6, Que.	5	Unprotected	Auto
43, 359	27, 156-223	June 16	11-01 a.m.	C.P.R.	De Grosbois Station, 1st North, Ste. Agathe Sub., Mileage 49-25, Que.	1	Single bell and wigwag	Auto
43, 389	9, 437-323	June 28	4-40 p.m.	C.P.R.	Valois Station, 1st West, Winchester Sub., Mileage 7-30, Que.	1	Bell and wigwag	Pedestrian
43, 388	27, 156-274	June 16	1-45 p.m.	C.P.R.	St. Clet, 2nd West, Winchester Sub., Mileage 30, Que.	1	Unprotected	Horse and buggy
43, 368	26, 711-483	June 4	2-55 a.m.	C.N.R.	Killaloe, Hesler Rd., Renfrew Sub., Mileage 93-2, Ont.	1	Unprotected	Auto
43, 300	26, 711-874	June 1	8-18 a.m.	C.N.R.	Preston, Hesler Rd., Terpus Sub., Mileage 19-05, Ont.	1	Unprotected	Auto truck
43, 513	26, 711-791	June 27	5-43 p.m.	C.N.R.	Peterboro, Campbellford Sub., Mileage 61-01, Ont. (Park Hill Rd.)	1	Unprotected	Auto
43, 409	26, 711-873	June 13	4-12 p.m.	C.N.R.	Strathford, St. Vincent St., Godrich Sub., Mileage 0-91, Ont.	1	Unprotected	Pedestrian
43, 414	26, 716-275	June 29	2-17 p.m.	C.P.R.	Pendleton, M. & C. Sub., Mileage 54-3, Ont.	2	Unprotected	Gasoline truck
43, 334	35, 460-9	June 15	4-57 p.m.	G.R.R.	Speedville Shelter, East of, Hesler Sub., Mileage 2-5, Ont.	1	Unprotected	Auto
42, 353	26, 744-114	June 20	4-32 p.m.	C.N.R.	Portage La Prairie, Gladstone Sub., Mileage 53-6, Man.	1	Unprotected	Auto
43, 372	27, 811-193	June 21	7-20 a.m.	C.P.R.	Carleton Place, Mileage 145-56, Alta.	1	Unprotected	Auto
43, 474	24, 424	June 28	24-05 k.	C.P.R.	Blainmore, Victoria St., Green Hill Mine Spur, Crossnest Sub., Mileage 88-3, Alta.	4	Unprotected	Auto
43, 528	33, 550-86	July 20	6-00 p.m.	C.N.R.	Bedford, Mill Cove Road, Souris Sd., Mileage 8-51, P.E.I.	1	Unprotected	Auto
43, 527	33, 515	July 13	3-15 a.m.	C.N.R.	New Glasgow, George St., Mulgrave Sd., Mileage 43-09, N.S.	1	Gates	Auto
43, 391	37, 850-2	July 3	2-00 p.m.	S. & L.	Sydney, Prince St., Sydney Sd., Mileage 0-09, N.S.	1	Unprotected	Auto truck
43, 465	27, 156-47	July 2	9-55 p.m.	C.P.R.	Hull West Station, 1st West, Waltham Sd., Mileage 0-2, Que.	5	Unprotected	Auto





43, 674	30, 213-64	Aug. 7	20-53 k.	C.N.R.	Nechako Sd., Mileage 97-2, Highway No. 16, B.C.	Unprotected	2	Auto truck
43, 742	26, 782-87	Sept. 29	11-15 p.m.	C.N.R.	L. Islet Station, 1st East, Montmagny Sd., Mileage 64-6, Que.	Unprotected	2	Auto
43, 743	26, 782-87	Sept. 19	3-45 p.m.	C.N.R.	L. Islet Station, 1st East, Montmagny Sd., Mileage 64-6, Que.	Unprotected	2	Bicycle
44, 036	26, 782-385	Sept. 18	8-15 a.m.	C.N.R.	Deux Montagnes Station, 1-4 miles South, Montfort Sd., Mileage 20-5, Que.	Unprotected	2	Auto truck
43, 689	26, 782-6	Sept. 5	6-55 a.m.	C.N.R.	St. Dominique St., Crossing, Jonquiere Sd., Mileage 105-3, Que.	Unprotected	2	Auto truck
43, 699	23, 947-3	Sept. 2	1-15 p.m.	C.P.R.	Rigaud, M. & O. Sd., Mileage 16-5, Que.	Unprotected	1	Auto truck
44, 038	27, 156-277	Sept. 30	10-10 p.m.	C.P.R.	LaFleur Ave., Mileage 0-8, Laclaire Canal South Bank Branch, Que.	Unprotected	1	Auto truck
44, 067	27, 156-211	Sept. 20	8-00 a.m.	C.P.R.	Drummondville, St. Joseph St., Drummondville Sd., Mileage 58-56, Que.	Unprotected	1	Auto bus
43, 745	31, 646-10	Sept. 20	8-00 a.m.	C.P.R.	East Angus Station, North of, Quebec Sd., Mileage 16-10, Que.	Unprotected	1	Auto truck
43, 758	26, 705-10	Sept. 7	1-05 p.m.	C.N.R.	Bothwell, Peter St., Chatham Sd., Mileage 38-90, Ont.	signal & bell	2	Auto
43, 806	9, 437-1007	Sept. 27	11-00 a.m.	C.N.R.	Woodstock, Wilson St., Dundas Sd., Mileage 49-26, Ont.	Double bell & waggages	2	Pedestrian
43, 781	26, 711-881	Sept. 22	3-20 a.m.	C.N.R.	Niagara Falls, Stanley St., Welland Sd., Mileage 0-36, Ont.	Single bell	2	Auto
43, 821	26, 711-582	Sept. 21	8-45 p.m.	C.N.R.	Delhi Station, 2nd West, Cayuga Sd., Mileage 84-44, Ont.	Unprotected	2	Auto
44, 086	26, 705-140	Sept. 17	7-55 p.m.	C.N.R.	Milton, Martin St., Milton Sd., Mileage 14-5, Ont.	Unprotected	1	Auto
43, 850	26, 711-189	Sept. 17	7-30 p.m.	C.N.R.	Burford, Maple Ave., Burford Sd., Mileage 10-47, Ont.	Unprotected	1	Auto
43, 849	26, 711-880	Sept. 5	10-40 a.m.	C.N.R.	Burford Sd., Mileage 6-09, Brantford, Ont.	Unprotected	1	Auto
43, 650	26, 727-85	Sept. 5	1-56 p.m.	C.N.R.	Alliston, Victoria St., Highway No. 89, MucTier Sd., Mileage 45-19, Ont.	Unprotected	2	Auto
43, 761	26, 727-205	Sept. 8	5-30 p.m.	C.P.R.	Belle River Station, 1st West, Windsor Sd., Mileage 94-26, Ont.	Single bell	2	Auto
43, 800	26, 705-155	Sept. 3	2-30 a.m.	N. ST. C. & T.	St. Catharines, John St., Patls Sd., Mileage 0-37, Ont.	Unprotected	2	Auto truck
43, 708	27, 039-167	Sept. 7	2-35 p.m.	C.N.R.	Roxton Station, 12 miles West, Kirkland Lake Sd., Mileage 56-25, Que.	Unprotected	1	Auto truck
43, 701	27, 035-187	Sept. 28	10-15 a.m.	C.N.R.	Bloom Station, 1st East, Hart Sd., Mileage 62-3, Man.	Unprotected	1	Auto
43, 716	26, 807-180	Sept. 10	9-00 p.m.	C.P.R.	Winnipeg, Chalmers Ave., Lac du Bonnet Sd., Man.	Unprotected	1	Auto
43, 768	26, 807-180	Sept. 20	9-00 p.m.	C.P.R.	Pleasant Dale Station, 1st South, Melford Sd., Mileage 59-82, Sask.	Unprotected	4	Auto
43, 814	12, 924-213	Sept. 23	12-15 a.m.	C.N.R.	Pitman Station, 1st North, Portail Sd., Mileage 17-04, Sask.	Unprotected	1	Auto
43, 815	23, 102-213	Sept. 20	6-30 p.m.	C.N.R.	Dunsmuir, 3rd Ave., Dunsmuir Sd., Mileage 32-1, Alta.	Unprotected	1	Truck
43, 794	27, 811-196	Sept. 3	11-13 a.m.	C.N.R.	Edmonton, 12th Ave., Edmonton Terminal Sd., Alta.	Unprotected	1	Pedestrian
43, 843	30, 051-34	Sept. 8	7-45 p.m.	C.P.R.	Lougheed, Westview Sd., Mileage 11-4, Alta.	Unprotected	1	Auto truck
43, 844	30, 051-44	Sept. 17	1-00 a.m.	C.P.R.	Vancouver, 15th Ave., District No. 2, B.C.	Unprotected	1	Auto
43, 969	27, 218-178	Oct. 19	9-28 a.m.	C.N.R.	Vancouver, Victoria Drive on 2nd Ave., Burnaby Lake Sd., B.C.	Unprotected	1	Auto
43, 763	27, 218-143	Oct. 2	7-15 p.m.	C.N.R.	Cashew, Sydney Sd., Mileage 98, N.S.	Unprotected	1	Auto
43, 932	38, 681-6	Oct. 19	12-15 a.m.	C.N.R.	Truro, East Queen St., Springhill Sd., Mileage 0-41, N.S.	Unprotected	1	Auto
43, 953	27, 401-109	Oct. 9	6-21 a.m.	C.P.R.	Newcastle Station, 1st West, Bathurst Sd., Mileage 78-77, N.B.	signal & bell	1	Auto taxi
43, 933	33, 229-73	Oct. 19	9-09 p.m.	C.P.R.	Epworth Park Station, 35 feet East, St. John Sd., Mileage 11-10, N.B.	Unprotected	1	Auto truck
43, 934	27, 401-97	Oct. 28	1-52 p.m.	C.P.R.	Chapman, Main St., Minto Sd., Mileage 45-45, N.B.	Unprotected	3	Auto truck
43, 980	7, 071	Oct. 29	9-18 p.m.	C.N.R.	Perth Junction, Main St., N.B.	Unprotected	1	Auto
44, 068	27, 156-127	Oct. 22	7-05 p.m.	C.P.R.	Montreal, Vinet St., Que.	Gates & bell	1	Pedestrian
44, 037	27, 156-215	Oct. 23	11-05 p.m.	C.P.R.	Megantic, Megantic Sd., Mileage 2-9, Que.	Unprotected	2	Auto
44, 039	12, 072-63	Oct. 22	11-15 p.m.	C.P.R.	Ste. Anne's Sd., Mileage 44-36, Que.	Unprotected	1	Auto
44, 088	26, 711-883	Oct. 19	10-15 k.	M. & S.C.	Mariville, 2nd East of Station, Church Road, Mileage 23-10, Que.	Unprotected	1	Auto
44, 026	26, 711-587	Oct. 17	9-37 a.m.	C.N.R.	Robins, Cayuga Sd., Mileage 11-84, Ont.	Unprotected	1	Auto
44, 025	26, 711-587	Oct. 19	10-15 k.	C.N.R.	Cambridge, Lot Line Road, Forest Sd., Mileage 56-71, Ont.	Unprotected	1	Auto
44, 027	26, 711-751	Oct. 16	8-05 a.m.	C.N.R.	Port William, Meaford Sd., Mileage 13-5, Ont.	Unprotected	2	Auto truck
43, 903	26, 765-178	Oct. 8	7-20 p.m.	C.N.R.	Brimwood, 1st North, Meaford Sd., Hagersville Sd., Mileage 0-63, Ont.	Unprotected	2	Auto truck
43, 827	26, 711-594	Oct. 4	8-55 p.m.	C.N.R.	Hamilton, Kelly St., at Ferguson Ave., Hagersville Sd., Mileage 31-03, Ont.	Unprotected	1	Auto
43, 923	26, 765-122	Oct. 10	6-44 p.m.	C.N.R.	Harrison, Mill St., Owen Sound Sd., Mileage 5-77, Ont.	Unprotected	2	Auto
43, 924	26, 711-582	Oct. 11	6-38 p.m.	C.N.R.	Napanee Station, 3rd East, Camanogue Sd., Mileage 35-69, Ont.	Unprotected	1	Auto
43, 921	26, 711-289	Oct. 15	10-25 p.m.	C.N.R.	London, Egerton St., Thornedale Sd., Mileage 196-75, Ont.	Unprotected	1	Auto
43, 922	40, 001	Oct. 3	3-35 p.m.	C.N.R.	Peterboro, Aylmer St., Campbellford Sd., Mileage 62-91, Ont.	Unprotected	1	Auto
44, 010	26, 727-503	Oct. 26	20-45 k.	C.P.R.	Kaladar Station, 1st West, Havelock Sd., Mileage 46-57, Ont.	Unprotected	2	Auto
44, 089	35, 487-918	Oct. 24	10-53 a.m.	C.P.R.	Kamustaung, Mileage 23-33, Ont.	Unprotected	1	Auto
43, 880	26, 744-159	Oct. 6	9-28 a.m.	C.N.R.	Orillia, Tremont St., Ont.	Unprotected	1	Auto
43, 881	26, 744-159	Oct. 12	9-28 a.m.	C.N.R.	Centreline, 1st North, Vancorloo Sd., Mileage 9-4, Ont.	Unprotected	1	Auto
43, 882	26, 744-159	Oct. 12	9-28 a.m.	C.N.R.	St. Agathe Station, 1st North, Letellier Sd., Mileage 20-43, Man.	Unprotected	1	Auto

## STATEMENT NO. 18—HIGHWAY CROSSING ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1946—Continued.

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
43, 870	27, 365-123	Oct. 9	3:40 p.m.	C.P.R.	Westbourne, 1st North, Almond Ave. S.E., Mileage 17, Man.			1 Unprotected	Auto truck
43, 852	27, 365-66	Oct. 26	6:25 p.m.	C.P.R.	Winipeg Beach S.E., Mileage 9-20, Man.			1 Unprotected	Auto truck
43, 938	27, 367-17	Oct. 12	6:45 a.m.	C.N.R.	Regina, 7th Avenue, Sask.			1 Unprotected	Auto truck
43, 912	999-2	Oct. 11	2:35 p.m.	C.P.R.	Regina, Litchington St., Indian Head S.E., Mileage 93-5, Sask.			1 Double bell & wigwags	Auto truck
43, 825	26, 807-101	Oct. 1	4:53 p.m.	C.P.R.	Gravelton, 1st West of Station, Newbort S.E., Mileage 108-8, Sask.			1 Unprotected	Auto truck
43, 911	26, 807-192	Oct. 17	11:48 a.m.	C.P.R.	Melville S.E., Mileage 9-22, Sask.	2		1 Unprotected	Auto
43, 918	26, 807-182	Oct. 31	10:35 p.m.	C.P.R.	Maple Creek Station, 1st West, Maple Creek S.E., Mileage 41-8, Sask.	1		1 Unprotected	Auto
44, 063	26, 786-136	Oct. 17	20:05 k.	C.N.R.	Maple Creek, McDougall St., 200 feet West of 10th St., Mileage 3-66, Alta.			1 Unprotected	Auto bus
43, 945	28, 786-6	Oct. 26	9:57 p.m.	C.N.R.	Edmonton, 46 St., Edmonton Terminal S.E., Alta.			1 Unprotected	Auto truck
43, 847	39, 014-12	Oct. 17	3:15 p.m.	C.N.R.	Grande Prairie, 27 miles West, Grande Prairie S.E., Mileage 52, Alta.	3		1 Unprotected	Auto
43, 857	39, 014-11	Oct. 17	10:33 a.m.	C.N.R.	Tangut, 3 miles West, Smoky S.E., Mileage 310-4, Alta.	1		1 Unprotected	Auto
43, 857	39, 014-11	Oct. 15	7:05 a.m.	C.N.R.	Fort Langley, 1st West, Yale S.E., Mileage 102-18, B.C.			1 Unprotected	Auto
43, 872	39, 213-47	Oct. 15	7:05 a.m.	C.N.R.	Dawson Creek, 13 miles East, Grande Prairie S.E., Mileage 136-6, B.C.	3		1 Unprotected	Auto truck
43, 859	39, 698-1	Oct. 24	8:13 a.m.	C.N.R.	Lulu Island, Bridgehouse Crossing, Vancouver, B.C.			1 Unprotected	Auto truck
44, 148	39, 051-9	Oct. 15	8:13 a.m.	B.C.E.	Monctery, 1st East of Station, Mulgrave S.E., Mileage 106-31, N.S.			1 Single bell	Auto
44, 041	27, 218-131	Nov. 12	4:30 p.m.	C.N.R.	Fredonction, Regent St., Fredonction S.E., Mileage 21-90, N.B.			1 & wigwag	Auto truck
44, 028	33, 220-64	Nov. 13	8:20 p.m.	C.P.R.	Sauveur, Matapedia S.E., Mileage 79-8, Que.			1 Bell	Auto truck
44, 147	38, 681-19	Nov. 15	2:10 p.m.	C.N.R.	Chandler S.E., Mileage 51, Que.			1 Unprotected	Auto truck
44, 190	26, 782-390	Nov. 27	5:55 p.m.	C.N.R.	St. George Station, 1st West, Sorel S.E., Que.			1 Unprotected	Auto
44, 320	26, 782-182	Nov. 7	4:29 p.m.	C.N.R.	Jonquiere, St. Dominique St., Jonquiere S.E., Mileage 165-3, Que.	1		1 Unprotected	Auto bus
44, 117	26, 782-6	Nov. 14	6:23 a.m.	C.N.R.	St. Albert, East of Station, Montigny S.E., Mileage 91-2, Que.			1 Unprotected	Auto
44, 119	26, 782-389	Nov. 18	3:13 a.m.	C.N.R.	St. Albert, East of Station, Montigny S.E., Mileage 16-3, Que.			1 Unprotected	Auto truck
43, 977	27, 156-66	Nov. 15	8:15 a.m.	C.P.R.	St. Philippe, King Edward Crossing, Alton Place S.E., Mileage 31, Que.			1 Unprotected	Auto truck
44, 121	27, 156-92	Nov. 23	7:52 p.m.	C.P.R.	St. Therese, Suroit St., Park Ave. S.E., Mileage 20-3, Que.			1 Unprotected	Auto truck
44, 102	27, 156-17	Nov. 22	3:25 p.m.	C.P.R.	St. Lambert, St. Wilfrid Laurier Blvd., Mileage 3-29, Que.			1 Flash light	Auto
44, 118	35, 600-45	Nov. 15	3:25 p.m.	M. & S.C.	Belleville, St. Charles St., Oshawa S.E., Ont.	1		1 Single bell	Pedestrian
44, 315	9, 437-198	Nov. 26	12:12 p.m.	C.N.R.	Renfrew, Raglan St., Renfrew S.E., Mileage 33-33, Ont.			1 Bell	Auto bus
44, 158	26, 711-600	Nov. 20	11:50 a.m.	C.N.R.	Renfrew, Main St., Renfrew S.E., Mileage 63-84, Ont.	1		1 Unprotected	Auto
44, 102	26, 711-800	Nov. 20	9:40 a.m.	C.N.R.	Maple Station, 1st North, Newmarket S.E., Mileage 19-4, Ont.			1 Unprotected	Auto truck
44, 089	26, 711-885	Nov. 21	11:15 a.m.	C.N.R.	Sarnia, East of, Forest St., Mileage 65-48, Ont.	3		1 Unprotected	Auto
44, 103	26, 711-885	Nov. 21	11:15 a.m.	C.N.R.	Waterloo, Willow St., Waterloo S.E., Mileage 1-32, Ont.			1 Unprotected	Auto
44, 100	26, 711-480	Nov. 28	7:03 p.m.	C.N.R.	River Valley Station, 1st West, Alton Place S.E., Mileage 3-01, Ont.	2		1 Unprotected	Auto
44, 314	26, 711-607	Nov. 20	11:15 a.m.	C.N.R.	Mervale, 1st East of Statute Falls S.E., Mileage 3-01, Ont.			1 Unprotected	Auto
44, 157	26, 711-887	Nov. 22	8:30 p.m.	C.N.R.	Carleton Place, 2 miles East, Renfrew S.E., Mileage 8-72, Ont.			1 Unprotected	Auto
44, 027	26, 727-174	Nov. 13	5:10 a.m.	C.P.R.	Windsor, Douglass Ave., Windsor S.E., Mileage 110-41, Ont.			1 Unprotected	Auto
44, 098	26, 727-188	Nov. 13	5:10 a.m.	C.P.R.	Windsor, Concession Road, Vail S.E., Mileage 31-85, Ont.	1		1 Bell & wigwag	Auto
44, 240	26, 727-555	Nov. 11	11:52 a.m.	C.P.R.	Chatham, River St., Mileage 36-63, Ont.			1 Unprotected	Auto truck
44, 095	26, 727-51	Nov. 5	10:30 a.m.	C.P.R.	Sault Ste. Marie, Albert St., West, Ont.			1 Unprotected	Auto
44, 093	26, 727-263	Nov. 9	10:10 p.m.	C.P.R.	Sault Ste. Marie, Albert St., West, Ont.			1 Unprotected	Auto
44, 101	9, 437-105	Nov. 28	3:45 p.m.	C.P.R.	Islington, Dundas St., Galt S.E., Mileage 1-76, Ont.	1		1 Bell & wigwag	Auto truck
43, 976	26, 727-554	Nov. 2	8:40 a.m.	C.P.R.	Leaside River Station, 3rd East, Ingers S.E., Mileage 78-32, Ont.			1 Unprotected	Tractor
44, 016	9, 437-408	Nov. 2	9:21 p.m.	C.P.R.	Amherst, Daniel St., Chalk River S.E., Mileage 40-5, Ont.	1		1 Flash light	Pedestrian
44, 097	26, 390-2	Nov. 2	10:05 p.m.	C.P.R.	Chatham, Colbourne St., Windsor S.E., Mileage 63-92, Ont.			1 Unprotected	Pedestrian
44, 110	26, 390-21	Nov. 19	5:30 p.m.	G.R.R.	Chatham, Beverly St., Freight Spur, Ont.			1 Unprotected	Auto
43, 937	26, 812-108	Nov. 4	6:25 a.m.	M.C.R.	Buxton, King St., Main Line S.E., Mileage 178-29, Ont.	2		1 Double bell & wigwag	Auto

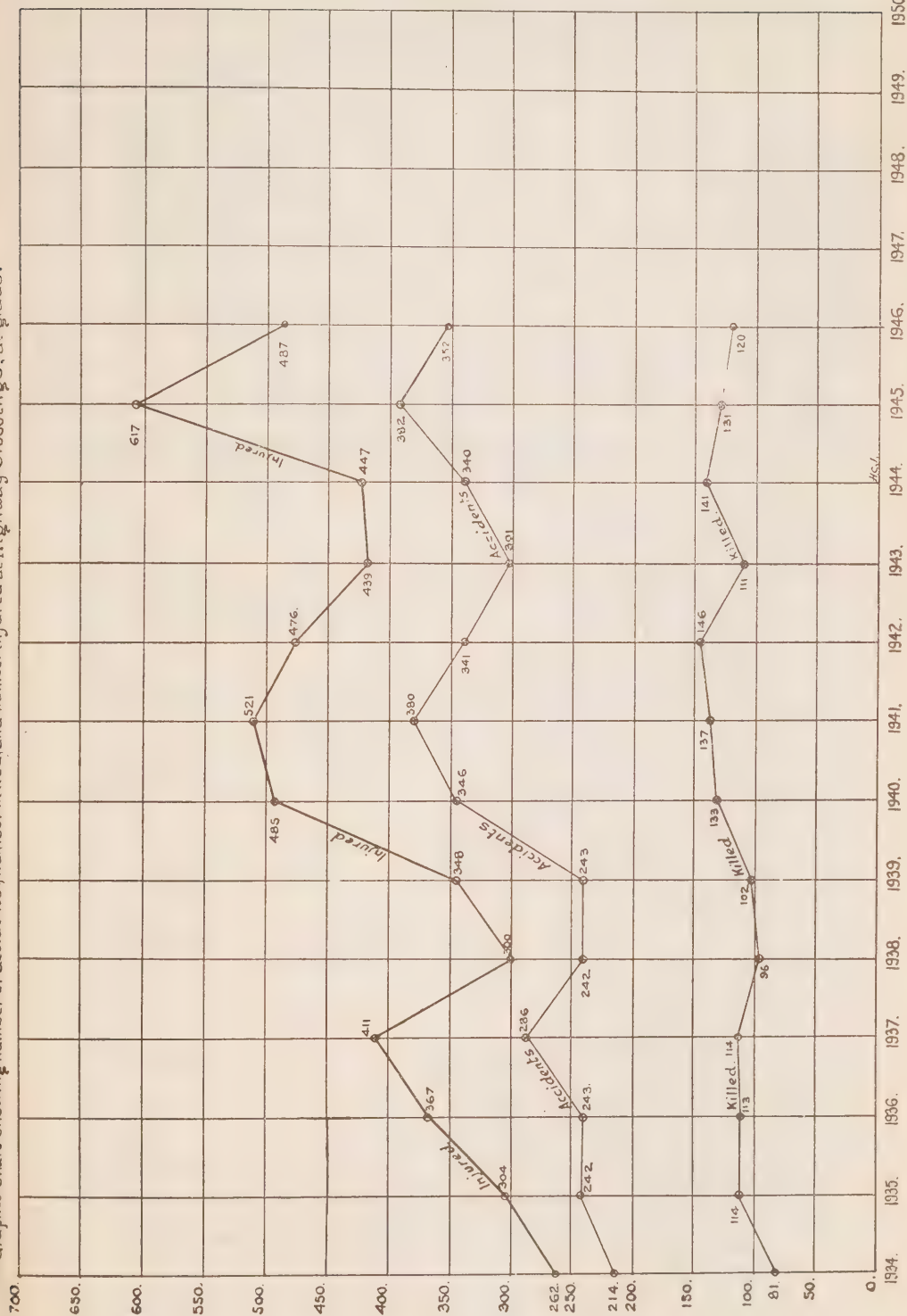


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## STATEMENT NO. 18—HIGHWAY CROSSING ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1946—Concluded

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
O.D.X. 87,833	26,711-892	Dec. 15	6-35 p.m.	C.N.R.	Stayner, 1st North of Station, Meaford Rd., Mileage 22-9, Ont.		1	Unprotected	Pedestrian
44,333	18,603	Dec. 15	12-25 a.m.	C.P.R.	Port William, McTavish St., Ont.		1	Unprotected	Pedestrian
44,344	20,722	Dec. 20	.....	C.P.R.	Chatham Yard, West St., crossing, Ont.		2	Unprotected	Auto
44,105	9,437-888	Dec. 3	5-45 p.m.	C.P.R.	Grand Valley Station, East of Teeswater Rd., Mileage 8-2, Ont.		3	Unprotected	Auto
O.D.X. 87,950	26,727-423	Dec. 30	1-55 p.m.	C.P.R.	Sudbury, Regent St., Cartier St., Ont.		2	Unprotected	Auto
44,104	9,437-293	Dec. 3	7-00 a.m.	C.P.R.	London, St. George St., Windsor Rd., Mileage 0-17, Ont.		1	Unprotected	Milk wagon
O.D.X. 87,939	27,802-2	Dec. 30	9-05 a.m.	T.H. & B.	Hamilton, Beach Road, Ont.	1	2	Bell & wigwag.	Auto truck
44,215	24,178	Dec. 17	7-15 p.m.	C.N.R.	St. Boniface, Provencer Ave., Winnipeg Terminal Rd., Man.		1	Flash light signal & bell	Auto taxi
44,332	26,744-162	Nov. 15	8-20 k.	C.N.R.	Hilton, Wawanesa Rd., Mileage 4-2, Man.		3	Unprotected	Auto
44,299	26,744-161	Dec. 19	8-50 k.	C.N.R.	Togo Rd., Mileage 49, Man.		3	Unprotected	School van
44,300	26,744-81	Dec. 18	14-15 k.	C.N.R.	Makimik Station, 6 poles East, Gladstone Rd., Mileage 155-6, Man.		1	Unprotected	Sleigh
44,334	27,365-172	Dec. 26	17-55 k.	C.P.R.	Arborg Rd., Mileage 12-5, Man.		2	Unprotected	Auto truck
44,230	27,365-171	Dec. 12	17-25 k.	C.P.R.	Arvola Rd., Mileage 13-5, Man.		2	Unprotected	School van
44,271	27,467-229	Dec. 26	22-44 k.	C.N.R.	Moose Jaw Station, 2nd East, Avonlea Rd., Mileage 86-8, Sask.		1	Unprotected	Auto
44,301	27,467-228	Dec. 21	17-00 k.	C.N.R.	Canora Station, 1525 feet South, Yorkton Rd., Mileage 54, Sask.		2	Unprotected	Sleigh
44,241	26,807-194	Dec. 21	11-48 k.	C.P.R.	Esterhazy, Neudorf Rd., Mileage 82-4, Sask.		2	Unprotected	Sleigh
O.D.X. 87,555	28,786-153	Dec. 18	10-15 k.	C.N.R.	Fort Saskatchewan, 2nd West, Vegreville Rd., Mileage 115, Alta.		1	Unprotected	Auto
44,272	36,465-28	Dec. 31	.....	C.P.R.	Crowsnest Rd., Mileage 30-72, Alta.		3	Unprotected	Auto
44,200	27,811-198	Dec. 10	8-48 k.	C.P.R.	Shepard Station, 1st East, Brooks Rd., Mileage 165-5, Alta.		2	Unprotected	Auto
Total Accidents.....						120	487		
Total Accidents.....						352			
Totals.....						120	487		

Graphic Chart showing number of accidents; number killed, and number injured at Highway Crossings, at grade.



## STATEMENT NO. 19—NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE FOR THE YEAR ENDED DECEMBER 31, 1946

Railway	Cars Inspected	Cars Defective
Canadian National.....	28,108	2,388
Canadian Pacific.....	18,170	1,226
Algoma Central and Hudson Bay.....	100	8
British Columbia Electric.....	90	7
Dominion Atlantic.....	100	17
Esquimalt and Nanaimo.....	775	123
Essex Terminal.....	20	18
Great Northern.....	195	—
London and Port Stanley.....	25	4
Michigan Central.....	425	12
New York Central.....	41	3
Northern Alberta.....	310	23
North Star Oil Company.....	12	—
Perc Marquette.....	15	3
Temiscouata.....	20	5
Toronto, Hamilton and Buffalo.....	125	21
Totals.....	48,531	3,858

## STATEMENT NO. 20—DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1946

<i>Coupler and Parts including:</i>	
Broken or worn coupler.	
Guard arm short.	
Knuckle broken, worn or missing.	
Knuckle pin broken, worn, bent or missing.	
Lock block broken, worn, bent, missing or inoperative.	(Defects 179)
<i>Height of Couplers including:</i>	
Coupler too high	
Coupler too low.	
Coupler tie straps loose or missing.	
Carrier irons worn, loose or broken.	
Carrier nuts and bolts broken or missing.	(Defects 611)
<i>Truck and Spring Defects including:</i>	
Body or truck frietions broken, loose or missing.	
Centre casting worn, broken or loose.	
Truck springs broken or missing.	(Defects 862)
<i>Uncoupling Mechanism including:</i>	
Uncoupling levers broken, bent or loose.	
Uncoupling lever incorrectly applied.	
Uncoupling links broken, loose or missing.	
Uncoupling link kinked and not operative.	
Uncoupling lever brackets broken, bent or loose.	
Uncoupling levers non-standard	(Defects 187)
<i>Handholds including:</i>	
Handholds broken, bent, loose or missing.	
Handholds incorrectly applied	(Defects 219)
<i>Sill Steps including:</i>	
Sill steps broken, bent, loose or missing.	
Sill steps incorrectly applied	(Defects 170)
<i>Ladders including:</i>	
Ladders bent, loose or missing.	
Ladders incorrectly applied.	
Ladder round broken, bent, loose or missing.	(Defects 115)
<i>Running Boards including:</i>	
Running boards broken, loose or missing.	
Running boards incorrectly applied.	
Running boards with non standard end clearance.	
Broken or loose end or side fascia boards.	
Holes in decking of flat and open-top cars	(Defects 597)
<i>Handbrakes including:</i>	
Defective brakemast, pawls, dogs, ratchet wheels, brake chains and rods, brake pulley wheels, brake wheels or levers.	
Non standard clearance brakemast wheels, including load fouling brake-mast wheel.	(Defects 787)
<i>Air Brakes including:</i>	
Cylinders and triple valve not cleaned within A.R.A. limit of cleaning.	
Cylinder and triple valve not stencilled with date of cleaning.	
Brakes cut out.	(Defects 402)



STATEMENT NO. 20—DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS  
REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED  
DECEMBER 31, 1946—Concluded

All Air Brake Defects including:

Triple valve defective.  
Reservoir defective.  
Cylinder defective.  
Cut-out cock defective.  
Release cock defective.  
Release rod defective.  
Angle cock defective.  
Train pipe defective or loose.  
Train pipe clamps missing.  
Hose defective.  
Hose gasket defective.  
Retaining valve defective or missing.  
Retaining pipe defective or missing.

(Defects 368)

Side Doors, etc. including:

Side doors loose and protruding from side of cars.  
Miscellaneous

(Defects 234)

Total Defects..... 4,731

STATEMENT NO. 21—NUMBER OF LOCOMOTIVES INSPECTED, AND NUMBER OF DEFECTS ON  
RAILWAYS, FOR THE YEAR ENDED DECEMBER 31, 1946

Classification	Total Defects
Air compressor.....	2
Arch tubes.....	2
Ashpan or Mechanism.....	2
Axles.....	1
Blow off cocks.....	3
Boiler checks.....	21
Boiler shell.....	5
Boiler equipment.....	3
Cabs or cab windows.....	10
Cab aprons or decks.....	10
Cab cards.....	7
Coupling or uncoupling devices.....	9
Crossheads, guides, pistons or piston rods.....	31
Crown bolts.....	16
Domes or dome caps.....	2
Draft gear.....	2
Draw gear.....	32
Driving boxes, shoes, wedges or pedestals.....	14
Firebox sheets.....	2
Flues.....	12
Frames, tail pieces or braces, locomotive.....	2
Frames, tender.....	15
Gauges or gauge fittings, air.....	3
Gauges, steam.....	6
Gauge cocks.....	52
Grate shakers and fire doors.....	16
Handholds.....	9
Injectors and connections.....	44
Inspections or tests not made as required.....	27
Lateral motion.....	12
Lights, cab or classification.....	16
Lubricators or appurtenances.....	15
Mudrings.....	1
Packing nuts.....	2
Pilot or pilot beams.....	1
Plugs or studs.....	12
Reversing gear.....	3
Sanders.....	1
Springs or spring rigging.....	18
Squirt hose.....	37
Staybolts.....	1
Staybolts broken.....	7
Steam pipes.....	1
Steam valve.....	2
Steps.....	14
Tender.....	29
Throttle or dry pipe.....	13
Trucks, engine.....	16
Trucks, tender.....	11
Valve motion.....	39
Washout plugs.....	7
Water glass, fittings or shields.....	12
Wheels.....	45
Miscellaneous.....	94
Fire protective appliances.....	33
Total defects.....	287
	1,091

Locomotives  
Inspected

Canadian National.....	3,666
Canadian Pacific.....	2,607
Miscellaneous.....	689
Total.....	6,962

STATEMENT NO. 22—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1946

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region)	Canadian National (Central Region)	Canadian National (Western Region)	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscela- neous Railways (c)	Totals
<i>Fires of Railway Origin—</i>										
<i>Number by causes—</i>										
Locomotive, Class A fires.....	31	88	19	29	20	15	2	.....	2	206
Locomotive, Class B fires.....	99	59	15	52	34	20	6	.....	4	289
Locomotive, Class C fires.....	14	9	3	12	4	2	8	.....	1	53
Employees, Class A fires.....	1	2	2	5	3	.....	.....	.....	.....	13
Employees, Class B fires.....	4	.....	9	2	6	2	.....	.....	.....	23
Employees, Class C fires.....	.....	2	.....	3	1	.....	1	.....	.....	7
Total, Class A fires.....	32	90	21	34	23	15	2	.....	2	219
Total, Class B fires.....	103	59	24	54	40	22	6	.....	4	312
Total, Class C fires.....	14	11	3	15	5	2	9	.....	1	60
Total, all railway fires.....	149	160	48	103	68	39	17	.....	7	591
<i>Areas burned (acres)</i>										
Young forest growth.....	490	532	369	2,458	3,517	5	378	.....	.....	7,749
Merchantable timber.....	31	75	.....	101	5,181	6	.....	.....	.....	5,394
Slashing or old burn.....	248	4	13	17	365	116	560	.....	3	1,326
Other classes of land.....	986	196	51	415	103	25	569	.....	23	2,368
Total.....	1,755	897	433	2,991	9,166	152	1,507	.....	26	16,837
<i>Value of property destroyed—</i>										
Young forest growth.....	94	1,041	4,892	2,919	6,416	.....	354	.....	.....	15,716
Standing timber.....	32	25	.....	176	6,589	12	.....	.....	.....	6,894
Forest products.....	5	3,661	62	1,223	446	.....	.....	.....	50	105
Other property.....	1,511	.....	.....	.....	.....	.....	.....	.....	.....	6,953
Total.....	1,642	4,727	5,054	4,319	13,451	12	354	.....	50	29,608
<i>Known causes other than railway—</i>										
<i>Number by causes—</i>										
Campers and Travellers, Class A fires.....	3	7	2	4	2	1	.....	.....	.....	19
Campers and Travellers, Class B fires.....	8	5	2	7	2	4	.....	1	2	31
Campers and Travellers, Class C fires.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Settlers, Class A fires.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Settlers, Class B fires.....	1	1	.....	2	2	1	2	.....	1	6
Settlers, Class C fires.....	.....	.....	.....	.....	2	.....	.....	.....	.....	4
Other known causes, Class A fires.....	1	1	.....	1	1	.....	.....	.....	.....	5
Other known causes, Class B fires.....	4	1	2	6	.....	.....	.....	.....	.....	13
Other known causes, Class C fires.....	1	.....	.....	.....	.....	.....	1	.....	.....	2

Total, Class A.....	4	8	3	5	4	1	.....	1	.....	25
Total, Class B.....	13	7	4	15	2	5	.....	1	3	50
Total, Class C.....	2	.....	.....	.....	3	.....	.....	3	.....	8
Total.....	19	15	7	20	9	6	.....	1	3	83
<i>Areas burned (acres) :—</i>										
Young forest growth.....	37	3	2	15	2	.....	.....	.....	1	60
Merchantable timber.....	1	7	3	.....	.....	.....	.....	.....	.....	11
Slashing or old burn.....	8	.....	3	4	1	.....	.....	1	3	20
Other classes of land.....	28	14	1	11	135	4	210	.....	6	409
Total.....	74	24	9	30	138	4	210	1	10	500
<i>Value of property destroyed—</i>										
Young forest growth.....	15	8	2	4	2	.....	.....	.....	.....	31
Standing timber.....	.....	2	37	.....	.....	.....	.....	.....	.....	39
Forest products.....	.....	150	2,219	7	30	.....	.....	.....	25	2,431
Other property.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	15	160	2,258	11	32	.....	.....	.....	25	2,501
<i>Fires of unknown origin—</i>										
<i>Number—</i>										
Class A.....	4	3	1	6	4	.....	.....	.....	.....	18
Class B.....	8	1	7	3	5	.....	.....	.....	7	35
Class C.....	3	.....	.....	.....	.....	.....	.....	.....	2	8
Total.....	15	4	8	9	9	.....	7	.....	9	61
<i>Areas burned (acres) :—</i>										
Young forest growth.....	24	.....	2	2	3	.....	.....	.....	.....	31
Merchantable timber.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Slashing or old burn.....	960	.....	3	.....	.....	.....	.....	.....	.....	963
Other classes of land.....	51	1	10	10	5	.....	759	.....	83	919
Total.....	1,035	1	15	12	10	.....	759	.....	83	1,915
<i>Value of property destroyed—</i>										
Young forest growth.....	.....	.....	20	.....	7	.....	.....	.....	.....	27
Standing timber.....	.....	.....	.....	.....	15	.....	.....	.....	.....	15
Forest products.....	.....	.....	.....	475	.....	.....	.....	.....	.....	475
Other property.....	.....	.....	.....	55	.....	.....	.....	.....	.....	55
Total.....	.....	.....	20	530	22	.....	.....	.....	.....	572

(a) Includes Dominion Atlantic Railway.

(b) Includes Esquimaux and Nanaimo Railway.

(c) Includes the following lines: Maine Central; Nipissing Central; Sydney and Louisburg; Temiscouata.

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT NO. 23. SUMMARY OF FIRES OF RAILWAY ORIGIN IN FOREST SECTIONS CLASSIFIED BY CAUSES, SEASON OF 1945

Cause of Fire	Number of Fires			Forest Land Burned				Non-forest land burned		Damage to Forest Products	Damage to Other Property	Grand Totals		Per cent			
	Class			Total	Per cent	Acres	Per cent	Damage	Per cent	Acres	Per cent	Damage	Per cent				
	A	B	C														
Locomotive	206	280	53	548	92.72	12,739	99.03	20,964	92.97	105	3,552	96.16	\$ 5,863	16,291	96.76	23,832	90.66
Employee	13	23	7	43	7.28	404	3.07	1,586	7.03	142	3,552	3.84	1,090	546	3.24	2,675	9.04
Total	219	312	60	591	100.00	13,143	100.00	22,550	100.00	105	3,694	100.00	6,953	16,837	100.00	29,608	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT NO. 24. SUMMARY OF REPORTS OF FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1946; SHOWING BY PROVINCES, THE NUMBER OF FIRES, AREAS BURNED AND VALUE OF PROPERTY DESTROYED, BY CLASSIFIED CAUSES.

Province	Forested Mileage	No. of Fires	Fires of Railway Origin			Known Causes other than Railway					Fires of Unknown Origin				
			Per cent for Prov.	Acres	Per cent for Prov.	Per cent of Fires	Per cent for Prov.	Acres	Per cent for Prov.	Value	Per cent for Prov.	No. of Fires	Per cent for Prov.	Acres	Per cent for Prov.
Nova Scotia	940	6.63	19	3.21	109	6.65	1.07	2.41	2	\$ 317	1.00	15	16.23	107	5.50
New Brunswick	1,119	8.24	53	4.07	342	2.03	15.88	9	10.84	2,273	90.88	4	6.56	21	1.10
Quebec	1,852	13.95	28	4.74	2,835	16.84	10.61	4	4.82	15	.64	20	32.78	1,010	52.74
Ontario	4,327	33.85	128	47.04	10,191	60.53	28.34	42	50.00	26.20	1.00	4	6.56	5	.25
Manitoba	618	4.85	12	2.03	25	1.15	1.12	1	1.21	6.00	1.00	1	18.03	763	39.84
Saskatchewan	363	2.97	3	.50	466	2.77	1.52	4	4.82	42.00	6.48	11	3.28	1	.17
Alberta	2,571	16.58	93	4.91	2,492	14.38	26.38	21	25.30	20.60	1.00	2	100.00	1,915	100.00
British Columbia	3,173	23.50	169	28.60	447	2.65	16.08	83	109.00	2,501	100.00	51	100.00	572	100.00
Yukon Territory	58	.43													
Total	13,573	100.00	591	100.00	16,837	100.00	100.00	83	109.00	2,501	100.00	51	100.00	1,915	100.00

Respectfully submitted,

C. C. STIBBARD

Director of Operation.



## APPENDIX "F"

STATEMENT SHOWING THE TOTAL NUMBER OF APPLICATIONS MADE TO THE BOARD UNDER THE VARIOUS SECTIONS OF THE RAILWAY ACT, ALSO COMPLAINTS AND REPORTS FILED, FOR THE YEAR ENDED DECEMBER 31, 1940

Sections of the Railway Act	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Rescinding of Orders, Sec. 34	2									1		5	9
Works ordered by the Board, Sec. 39			1		1								1
Extension of time, Sec. 41	3								1				5
Agreement for sale, lease and amalgamation, Secs. 151-3											1		1
Traffic Agreement, Sec. 154			1										1
Gas and Gasoline pipes, Sec. 162								1					2
General Powers, Sec. 162											2		3
Railway as constructed, Sec. 175	1										1		1
Deviations, Changes & Removals, Secs. 165A-178		1	1		1	2	1	1	2	1			10
Removals of Stations, Sec. 179			1	2	4	1	3						6
Branch Line, Secs. 180-7	3			2		2	1	2	1	1	2	3	23
Removal of industrial Spurs, Secs. 187-398		1		2					1				4
Removal of industrial Spurs, Secs. 187-398	5	2	1	1	8	5	2	3	3	2	2	5	39
Station Buildings, Sec. 188	8	2	3	2	2	1		1	1	1	1	2	24
Station Agents, Sec. 188		1											1
Station Accommodation, Sec. 188													1
Expropriation, Secs. 192-198			1		3		2			2	1		2
Operation of trains over sidings, Sec. 193	1	2					1						12
Construction of works in navigable waters, Sec. 248													3
Viaducts, Secs. 249-51		2			2								4
Stations, Freight Sheds destroyed by fire		1											1
Subways, Secs. 249-51	2		7	2	7	1	3	2	2	1	1	2	5
Bridges, Secs. 249-51	2		10	7	9	11	5	4	1	2	1		29
Clearances, Secs. 250-1	4	2	2	3	4	3	3	4	1	1	7	6	68
Interlocking Appliances, Secs. 252-4	3	2	5	4	3	2	5	2	1	1	2	2	35
Railway Crossings & Junctions, Secs. 252-4										4		5	36
Highway Crossings, Sec. 256	6	9	6	11	14	11	12	7	11	1	1		115
Protection at Crossings, Sec. 257	34	23	13	17	14	12	22	17	27	10	12	6	231
Highway Diversion, Sec. 257	1									8	20	24	
Railway Grade Crossing Fund, Sec. 202					1	2			1				1
Ditches, Drains, Sec. 208		1									4		4
Culverts, Sec. 209			2					1		1	1	1	7
Sewers, Sec. 209						1	1						2
Water Pipes, Sec. 269													1
Farm and Private Crossings, Secs. 272-3	1		1	1	1	1	1	1	1	1			9
Cattle Guards, Cattle Pass, Sec. 274										1		2	3
Accident reports, Investigation submitted, Sec. 286	74	76	53	49	42	39	39	5	6	4			23
*Accident reports, Sec. 286	183	186	176	169	121	173	212	192	39	67	53	53	622
Operation equipment, Sec. 287									223	2	232	236	2,325
Rolling stock, Secs. 298-301								1		2	1		4
Adjustments in rates	2		1	1	1	1	2	2	1		1	3	6
								1					11

## APPENDIX "F"—Contc.

STATEMENT SHOWING THE TOTAL NUMBER OF APPLICATIONS MADE TO THE BOARD UNDER THE VARIOUS SECTIONS OF THE RAILWAY ACT, ALSO COMPLAINTS AND REPORTS FILED, FOR THE YEAR ENDED DECEMBER 31, 1945—Contc.

Sections of the Railway Act	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Train service, Secs. 302-4.....	3		4	4	4	1			1			3	21
Whistling of locomotives, Sec. 308.....	3	1	1									2	7
Accommodation for traffic, Secs. 312-313.....	1		10	3	5	7	11	8	10	8	15	8	86
Interswitching, Secs. 316-37.....													1
Right of way, Sec. 320.....	3												4
Filing of tariffs, Sec. 322.....													1
Discontinuance of tariffs, Sec. 323-7.....													5
Discontinuance of tariffs, Sec. 325.....													1
Standard freight tariffs, Sec. 330.....													4
Reduced rates, free transportation, Secs. 345-6.....													5
Contracts, Sec. 348.....													5
Dangerous commodities, Secs. 349-50.....	2	1	1										6
Carriage by express, Sec. 364.....	12	7	11	5	6	6	2	16	8	4	3	7	87
Telephone wire crossings, Sec. 372.....													1
Power wire crossings, Sec. 372.....													1
Telephone poles along highways, Sec. 372.....													1
Fencing of right-of-way, Sec. 374.....													2
Telephone agreements, Sec. 375.....	4	4	9	8		2	5						63
Gasoline tanks.....	14	16	20	18	30	53	41	38	33	18	22	18	321
Telephone service, Sec. 375.....	2			2					2	4		4	15
Complaints.....	3	10	11	5	13	4	8	8	12	7	8	3	92
Inquiries.....	4	1	1	6	3	1	3	3	1	1	3	3	28
Miscellaneous.....	2	2	2	1	1	1	3	3	1	1			17
Licence (W.T.), Sec. 13 T.A.....		4	2	1									9
Agreed charges.....	1	2	3	1	2	3	1		2	3	1	2	21
Total.....	206	176	182	166	186	183	181	175	182	169	178	177	2,161

\* Total accident reports received in the operating department.

## APPENDIX "G"

## GENERAL ORDER No. 680

*In the matter of General Order of the Board No. 676, dated November 29, 1945;*

File No. 27214.20

SATURDAY, the 16th day of February, A.D., 1946.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

*It is ordered* that General Order No. 676, dated the 29th day of November, 1945, be, and it is hereby amended by striking out paragraph numbered 15 thereof.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 681

*In the matter of the application of the Canadian Freight Association, under Section 322 of the Railway Act, for approval of proposed Supplement No. 12 to Canadian Freight Classification No. 19, on file with the Board under file No. 33365.136.*

THURSDAY, the 28th day of February, A.D., 1946.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

Whereas notice has been given by the Canadian Freight Association in *The Canada Gazette*, as required by Section 322 of the Railway Act, and copies of the said supplement have been furnished to the parties named in the General Orders of the Board Nos. 271, 348, 353, 469 and 471, with the request that their objections, if any, be filed with the Board—

*It is ordered:* That the said proposed Supplement No. 12 to Canadian Freight Classification No. 19 be, and it is hereby approved, subject to the following change:—

Items 14 to 18, page 5, covering dry, residual yeast, to be deleted pending further representations and decision of the Board in complaints filed by Victory Mills Limited, Purity Flour Mills Limited and Maple Leaf Milling Co, Limited Toronto, Ontario, with respect to the proposed ratings.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 682

*In the matter of the application of The Sherwin-Williams Co. of Canada, Limited, for an order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, which were approved by General Order No. 598, dated October 11, 1940, as amended:*

File No. 1717.88.24

TUESDAY, the 2nd day of April, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered* that the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding the following paragraph after Regulation No. 275-4, on page 52 thereof:

"275-5. Spec. 44B.—Paper bags without inside paper bags for L.C.L. shipments, provided shipments consist of carload movement loaded by shipper and unloaded by consignees without further transport by rail freight subject to these Regulations. Net weight per bag not over 50 pounds each."

J. A. CROSS,

*Chief Commissioner.*

## GENERAL ORDER No. 683

*In the matter of the application of Aeroscide Dispensers Ltd., for an order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, which were approved by General Order No. 598, dated October 11, 1940, as amended, to permit the shipment by rail of cylinders containing aerosol:*

File No. 1717.87.36.

TUESDAY, the 9th day of April, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*HUGH WARDROPE, *Asst. Chief Commissioner.*J. A. STONEMAN, *Commissioner.*G. A. STONE, *Commissioner.*F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered* that the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended as follows:—

1. By adding to the Commodity List, page 9, as follows:

Article	FREIGHT			
	Classed as	Packing See Par.	Label See Par. 297 to 301	For Exemptions See Par.
Insecticide, liquefied gas.....	Non-inf. G	208,209	Green	207



2. By adding the following items to table, par. 211, page 45:

Kind of gas	Maximum permitted filling density (See Par. 209-5)	Cylinders marked as shown in this column must be used except as provided in note 1 and paragraphs 215-4 to 8
Insecticide.....	209-7A	CRC-3A300
Liquefied gas.....	209-7B	CRC-3B300
See NOTE 8.....		CRC-4B300
		CRC-9
		CRC-40

Note 8.—Cylinders of 86 cubic inches capacity or less must be packed in strong outside containers. (See par. 20, page 17.)

3. By adding immediately after Specification 8A, on page 92, the following:

### SPECIFICATION 9

#### INSIDE CONTAINERS—SEAMLESS OR WELDED OR BRAZED STEEL CYLINDERS

##### *General*

1. COMPLIANCE.—Required in all details.

2. TYPE AND SIZE.—Must be seamless, welded, or brazed (brazing material must have a melting point of not less than 1,000° F.). The maximum water capacity of containers in this class shall not exceed 86 cubic inches. Longitudinal seams are prohibited.

(a) SERVICE PRESSURE.—Service pressure must be 200 pounds per square inch.

##### *Inspection*

3. INSPECTION BY WHOM AND WHERE.—By competent inspector; chemical analysis and tests, as specified, to be made within limits of the Dominion of Canada. Interested inspectors are authorized.

4. DUTIES OF INSPECTOR.—Inspect all material and reject any not complying with requirements.

4. (a) Verify compliance with the requirements of paragraph 5 of this specification by submitting copy of certified chemical analysis obtained from the steel manufacturer for each heat of steel (ladle analysis acceptable); or if such evidence is lacking, then a sample from each coil or sheet must be analysed and results submitted.

(b) Verify compliance of cylinders with all requirements including markings; inspect inside before closing in both ends; verify heat treatment as proper; select samples for all tests and for check chemical analysis; witness all tests; verify threads by gauge; report volumetric capacity (see report form) and minimum thickness of wall noted.

(c) Render complete report (par. 19) to purchaser, cylinder maker, and the Bureau of Explosives.

*Material*

5. STEEL. Open-hearth or electric steel of uniform quality. Content per cent for the following not over: Carbon, 0.150; phosphorus, 0.045; sulphur, 0.055.

6. IDENTIFICATION OF MATERIAL.—Required; any suitable method.

7. DEFECTS. —Material with seams, cracks, laminations, or other injurious defects, not authorized.

*Construction*

8. MANUFACTURE. —By proper appliances and methods; dirt and scale to be removed as necessary to afford proper inspection; no defect acceptable that is likely to weaken the finished cylinder appreciably; reasonably smooth and uniform surface finish required. Seams must be made as follows:

(a) CIRCUMFERENTIAL SEAMS.—By welding or by brazing. Heads attached by brazing must have a driving fit with the shell, unless the shell is crimped swaged, or curled over the skirt or flange of the head, and be thoroughly brazed until complete penetration by the brazing material of the brazed joint is secured. Depth of brazing from end of shell must be at least four times the thickness of shell metal.

9. WALL THICKNESS.—The wall stress at 600 pounds per square inch shall not exceed 24,000 pounds per square inch. The minimum wall for any cylinder shall be 0.040 inch.

(a) Calculation must be made by the formula:

$$S = \frac{600 (1.3D^2 \div 0.4d^2)}{D^2 - d^2} \text{ where } S = \text{wall stress in pounds per square inch;}$$

$D$  = outside diameter in inches;  $d$  = inside diameter in inches.

10. HEAT TREATMENT.—Body and heads formed by drawing or pressing must be uniformly and properly heat treated prior to tests.

11. Openings in cylinders.

(a) Each opening in cylinders, except those for safety devices, must be provided with a fitting, boss, or pad, securely attached to cylinder by brazing or by welding or by threads. If threads are used, they must comply with the following:

(1) Threads must be clean cut, even, without checks, and tapped to gauge.

(2) Taper threads to be of length not less than as specified for American Standard taper pipe threads.

(3) Straight threads, having at least 4 engaged threads, to have tight fit and calculated shear strength at least 10 times the test pressure of the cylinder; gaskets required, adequate to prevent leakage.

(b) Closure of fitting, boss, or pad must be adequate to prevent leakage.

12. Safety devices must be as required by the regulations of The Board of Transport Commissioners for Canada that apply.

*Cylinder Tests*

13. PRESSURE TESTS.—(a) Each cylinder produced shall be tested at an internal pressure\* of at least 400 pounds per square inch and not exceeding 600 pounds per square inch, held for at least 30 seconds, and shall show no leak or other defect when inspected by suitable means.

\* WARNING: Where air or gas pressure is used for testing, means designed to protect personnel is recommended.

(b) One out of each 1,000 cylinders or less successively produced shall be hydrostatically tested to destruction and must not burst below 1,200 pounds per square inch. Each such 1,000 cylinders or less successively produced shall constitute a lot and if the test cylinder shall fail, then the entire lot must be rejected. All cylinders constituting a lot shall be of identical size, design, construction, heat treatment, finish and quality.

14. **FLATTENING TEST.**—Between knife edges, wedge shaped, 60° angle, rounded to  $\frac{1}{2}$  inch radius; test 1 cylinder taken at random out of each lot of 1,000 or less, after pressure test. This flattening test is required and the test cylinder shall not have cracked when the outer surfaces of the walls are apart not more than a distance of 6 times the thickness of such walls.

15. Reheat treatment authorized for lots failing to meet the requirements of paragraph 14; such lots of cylinders after this treatment must pass all prescribed tests.

16. Only repair of brazed seams by brazing and welded seams by welding is authorized, provided such cylinders are retested and pass the tests prescribed in paragraph 13 (a).

### *Marking*

17. On each cylinder. By embossing plainly and permanently on valve end of cylinder before heat-treatment the marks CRC-9, registered symbol of manufacturer, and registered symbol of original owner.

(a) Other marks as prescribed in (c) of this paragraph must be shown on a permanently attached name plate or by printing or decalcomania, provided that such markings are waterproofed and adherent and not easily impaired when subject to water immersion and weathering under service conditions, or are coated with a water-insoluble transparent lacquer; except that cylinders having brazed lapped circumferential seam may, after having been tested in accordance with paragraphs 13 and 14 of this specification, have marks permanently stamped into the metal of this seam, provided that such marks do not exceed (0.015'') fifteen-thousandths of an inch in depth.

(b) Such marks must be maintained in a legible condition and if at any time the cylinder is returned for refilling and such marks are illegible, then the cylinder must not be returned to service until it has been retested as prescribed in paragraph 13 (a) and new test date applied.

(c) Inspector's official mark; lot number; date of test (such as 5-37 for May, 1937), so placed that dates of subsequent tests can be easily added.

18. **SIZE OF EMBOSSED MARKS.**—At least  $\frac{1}{4}$  inch high.

19. **INSPECTOR'S REPORTS.**—Required to be clear, legible, and in following form:

(Place).....  
(Date).....

Steel Gas Cylinders

Manufactured for.....Company

Location at.....

Manufactured by.....Company.

Location at.....

Consigned to.....Company

Location at.....

Quantity.....

Size.....inches outside diameter by.....inches long.

Identification marks on cylinder are:

Specification                      CRC 9  
Lot Number.....  
Identifying symbols (registered).....  
Test date.....

These cylinders were made by process of.....  
.....  
.....

The steel used was identified by heat or analysis numbers as shown on the "Record of Chemical Analysis of Steel for Cylinders" attached hereto.

The steel used was verified as to chemical analysis, and record thereof is attached hereto.

All material was inspected and each cylinder was inspected both before and after closing; all accepted material and cylinders were found free from seams, cracks, laminations, and other defects which might prove injurious to the strength of the cylinder. The processes of manufacture and heat treatment were supervised and found to be efficient and satisfactory.

A test cylinder of each lot was measured and had a minimum wall thickness and volumetric capacity as shown in table below.

Date of Test	Lot No.	No. in Lot	Minimum wall thickness	Volumetric capacity
			in.	cu. in.
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....
.....	.....	.....	.....	.....

Each and every cylinder was properly tapped; the threads were inspected and found to be clean cut, of proper length, and correct as to gauge.

One finished cylinder out of each lot was taken at random and burst by interior hydrostatic pressure with the following results:

Date of test	Lot No.	Pressure at which cylinder ruptured, lbs. per sq. in.
.....	.....	.....
.....	.....	.....
.....	.....	.....

Each and every cylinder was subjected to an interior pressure of pounds per square inch and showed no leak or other defect.

Hydrostatic tests, pressure tests, flattening tests, and other tests, as prescribed in Specification No. 9, were made in the presence of the inspector and all material and cylinders accepted were found to be in compliance with the requirements of that specification.



I hereby certify that all these cylinders proved satisfactory in every way and comply with the requirements of Specification No. 9 of The Board of Transport Commissioners for Canada, except as follows:

Exceptions.....  
 .....  
 .....  
 (Signed).....

Inspector

### Record of Chemical Analysis of Steel for Cylinders

Size.....inches outside diameter by.....inches long.

Made by.....Company

For.....Company.

Lot No.	No. in Lot	Heat No.	Check analysis No.	Chemical analysis		
				C	P	S

The analyses were made by.....  
 (Signed).....

Inspector

4. By adding immediately after Specification 37H, on page 113, the following:

### SPECIFICATION 40

#### INSIDE CONTAINER—NON-REFILLABLE SEAMLESS OR WELDED OR BRAZED STEEL CYLINDERS

##### *General*

1. COMPLIANCE.—Required in all details.

2. TYPE AND SIZE.—Must be seamless, welded, or brazed (brazing material must have a melting point of not less than 1,000° F.). The maximum water capacity of cylinders in this class shall not exceed 1.44 lb. or 40 cubic inches. Longitudinal seams are prohibited.

(a) SERVICE PRESSURE.—Service pressure must be 200 pounds per square inch.

##### *Inspection*

3. INSPECTION BY WHOM AND WHERE.—By competent inspector of the manufacturer; or a disinterested inspection agency, chemical analysis and tests, as specified, to be made within limits of the Dominion of Canada.

4. DUTIES OF INSPECTOR.—Inspect all material and reject any not complying with requirements.

(a) Verify compliance with the requirements of paragraph 5 of this specification by submitting copy of certified chemical analysis obtained from the steel manufacturer for each heat of steel (ladle analysis acceptable); or if such evidence is lacking, then a sample from each coil or sheet must be analysed and results submitted.

(b) Verify compliance of cylinders with all requirements including markings; inspect inside before closing in both ends; verify heat treatment as proper; select samples for all tests and for check chemical analyses; witness all tests; verify threads by gauge; report volumetric capacity (see report form) and minimum thickness of wall noted.

(c) Render complete report (par. 19) to purchaser, cylinder maker, and the Bureau of Explosives.

### *Material*

5. STEEL.—Open-hearth or electric steel of uniform quality. Content per cent for the following not over: Carbon, 0.150; phosphorous, 0.045; sulphur, 0.055.

6. IDENTIFICATION OF MATERIAL.—Required; any suitable method.

7. DEFECTS.—Material with seams, cracks, laminations, or other injurious defects not authorized.

### *Construction*

8. MANUFACTURE.—By proper appliances and methods; dirt and scale to be removed as necessary to afford proper inspection; no defect acceptable that is likely to weaken the finished cylinder appreciably; reasonably smooth and uniform surface finish required. Seams must be as follows:

(a) CIRCUMFERENTIAL SEAMS.—By welding or by brazing. Heads attached by brazing must have a driving fit with the shell, unless the shell is crimped, swaged, or curled over the skirt or flange of the head, and be thoroughly brazed until complete penetration by the brazing material of the brazed joint is secured. Depth of brazing from end of shell must be at least four times the thickness of shell metal.

9. WALL THICKNESS.—The wall stress at 600 pounds per square inch shall not exceed 24,000 pounds per square inch. The minimum wall for any cylinder shall be 0.032 inch.

(a) Calculation must be made by the formula:

$$S = \frac{600 (1.3D^2 \div 0.4d^2)}{D^2 - d^2} \text{ where } S = \text{wall stress in pounds per square inch;}$$

D = outside diameter in inches; d = inside diameter in inches.

10. HEAT TREATMENT.—Body and heads formed by drawing or pressing must be uniformly and properly heat treated prior to tests.

### 11. OPENINGS IN CYLINDERS.

(a) Each opening in cylinder, except those for safety devices, must be provided with a fitting, boss, or pad securely attached to cylinder by brazing or welding or by threads. If threads are used, they must comply with the following:

(1) Threads must be clean cut, even, without checks, and tapped to gauge.

(2) Taper threads to be of length not less than as specified for American Standard taper pipe threads.

(3) Straight threads, having at least 4 engaged threads, to have tight fit and calculated shear strength at least 10 times the test pressure of the cylinder; gaskets required, adequate to prevent leakage.

(b) Closure of fitting, boss, or pad must be adequate to prevent leakage.

12. Safety devices must be as required by the regulations of The Board of Transport Commissioners for Canada that apply.

*Cylinder Tests*

13. **PRESSURE TESTS.**—(a) Each cylinder produced shall be tested at an internal pressure\* of at least 200 pounds per square inch and not exceeding 600 pounds per square inch, held for at least 30 seconds, and shall show no leak or other defect when inspected by suitable means.

(b) One out of each 3,000 cylinders or less successively produced per day shall be hydrostatically tested to destruction and must not burst below 1,200 pounds per square inch. Each such 3,000 cylinders or less successively produced per day shall constitute a lot and if the test cylinder shall fail, then the entire lot must be rejected. All cylinders constituting a lot shall be of identical size, design, construction, heat treatment, finish and quality.

14. **FLATTENING TEST.**—Between knife edges, wedge shaped, 60° angle, rounded to  $\frac{1}{2}$  inch radius; test 1 cylinder taken at random out of each lot of 3,000 or less successively produced per day, after pressure test. This flattening test is required and the test cylinder shall not have cracked when the outer surfaces of the walls are apart not more than a distance of 6 times the thickness of such walls.

15. Reheat treatment authorized for lots failing to meet the requirements of paragraph 14; such lots of cylinders after this treatment must pass all prescribed tests.

16. Only repair of brazed seams by brazing and welded seams by welding is authorized, provided such cylinders are retested and pass the tests prescribed in paragraph 13 (a).

*Marking*

17. **ON EACH CYLINDER.**—By embossing plainly and permanently on valve end of cylinder before heat treatment, the marks CRC 40, registered symbol of manufacture, and registered symbol of original owner.

(a) Other marks as prescribed in (b) of this paragraph must be shown on a permanently attached name plate or by printing or decalcomania, provided that such markings are waterproofed and adherent and not easily impaired when subject to water immersion and weathering under service conditions, or are coated over with a water-insoluble transparent lacquer; except that cylinders having brazed lapped circumferential seam may, after having been tested in accordance with paragraphs 13 and 14 of this specification, have marks permanently stamped into metal of this seam, provided that such marks do not exceed 0.015" in depth.

(b) Inspector's official mark; lot number; date of test (such as 5-37 for May, 1937); the words, "Illegal to refill and transport."

18. **Size of embossed marks.**—At least  $\frac{1}{4}$  inch high.

19. **INSPECTOR'S REPORTS.**—Required to be clear, legible, and in following form:

(Place).....  
(Date).....

*Steel Gas Cylinders*

Manufactured for.....Company  
Location at.....Company  
Manufactured by.....Company  
Location at.....Company  
Consigned to.....Company  
Location at.....Company  
Quantity.....  
Size.....inches outside diameter by.....inches long.

\*WARNING; Where air or gas pressure is used for testing, means designed to protect personnel is recommended.





I hereby certify that all of these cylinders proved satisfactory in every way and comply with the requirements of Specification No. 40 of The Board of Transport Commissioners for Canada, except as follows:

Exceptions.....  
 .....  
 .....  
 (Signed).....

Inspector

### Record of Chemical Analysis of Steel for Cylinders

Size.....inches outside diameter by.....inches long.  
 Made by.....Company  
 For.....Company.

Lot No.	No. in Lot	Heat No.	Check analysis No.	Chemical analysis		
				C	P	S
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....

The analyses were made by.....  
 (Signed).....

Inspector

J. A. CROSS,  
 Chief Commissioner.

### GENERAL ORDER No. 684

*In the matter of Canadian Freight Classification ratings on residual dry yeast.*

File No. 33365.136

TUESDAY, the 16th day of April, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading the submissions filed on behalf of Victory Mills Limited, Purity Flour Mills Limited, the Maple Leaf Milling Co. Limited, and the Canadian Freight Association—

*It is ordered* that Items 14 to 18, covering dry residual yeast, which were deleted from Supplement No. 12 to Canadian Freight Classification No. 19 page 5, by the General Order of the Board No. 681, dated the 28th day of February, 1946, pending further consideration by the Board now be, and they are hereby, approved.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER NO. 685

*In the matter of General Order No. 641, dated February 17th, 1943:*

File No. 1717.96

THURSDAY, the 25th day of April, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

*It is ordered:* That General Order No. 641, dated the 17th day of February, 1943, be, and it is hereby rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 686

*In the matter of the application of The Railway Association of Canada for an order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, which were approved by General Order No. 598, dated October 11, 1940, as amended.*

File No. 1717.87.38

MONDAY, the 20th day of May, A.D. 1946.

J. A. CROSS, K. C., *Chief Commissioner.*

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed; and upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby amended by adding at the end of Regulation No. 86-4, on page 29 thereof, the following:—  
“When fibreboard box is used, gross weight must not exceed 65 pounds.”

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 687

*In the matter of the application of The Nichols Chemical Company, Limited, and The Railway Association of Canada for an order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, which were approved by General Order No. 598, dated October 11, 1940, as amended, to permit the shipment of acid in containers fabricated in accordance with Specification 1D.*

File No. 1717.88.25.

FRIDAY, the 21st day of June, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight and Specifications for Shipping Containers be, and they are hereby, amended as follows:—

1. By adding after the paragraph numbered 187-1F- (1), on page 14 of Supplement No. 2 to C.T.C. No. 1 the following:—

“187-1F-(2). Spec. 1D.—Boxed glass carboys of not over 5.41 gallons nominal capacity. Means shall be provided so that accumulated total pressure in bottle shall not exceed 10 p.s.i. gauge at 130° F., or shall vent at a pressure not to exceed 10 p.s.i. gauge.”

2. By adding after Specification IX on page 24 of Supplement No. 2 to C.T.C. No. 1 the following:—

“SPECIFICATION 1D  
BOXED GLASS CARBOYS

GENERAL

“Containers must comply with Specification 1A except as follows (paragraph references are to Specification 1A):—

“3. Closure:—

- (a) Threaded screw cap which shall be constructed of a suitable plastic or other material resistant to lading.
- (b) Gasket or lining for cap must be used and shall be resistant to lading and
  - (1) Must be liquid tight or
  - (2) Must be liquid tight up to venting pressure when such venting is prescribed for the material which is to be shipped.
- (c) At least one complete continuous thread must be engaged with gasket in place.

MANUFACTURE

“4. Capacity and Marking of Carboy:—

- (a) 5.41 gallons nominal capacity, 5.83 gallons overflow, tolerance plus or minus 10 fluid ounces.
- (b) Marking.—Each carboy bottle must be permanently marked in bottom as follows:—

Maker's mark (to be registered with Bureau of Explosives).

YEAR OF MANUFACTURE

CRC 1D

“5. Glass carboy bottle.—Must be machine-blown, thoroughly and properly annealed, with screw thread finish having at least one continuous thread to accommodate closure; top of lip smooth and even; must contain 14 pounds of glass, tolerance minus 8 ounces plus 16 ounces. Minimum thickness to be .075 inch. Defective carboys not authorized.

"6. Does not apply.

"7. (a) Outside containers.—Wooden boxes completely enclosing body and neck of carboy, with 4 vertical corner posts, two cleats for shoes and two carrying cleats. An opening not exceeding 3 inches in width may be provided directly above the neck of bottle, if the top of the box is made up of not more than two pieces of lumber of  $\frac{2\frac{5}{8}}{2}$  inch thickness. Bottom board of the two ends of the box must be constructed of lumber at least one inch thick, must be flush with the carrying cleats and be at least  $2\frac{3}{4}$  inches in width. Cleats or other fasteners used to secure cover must not extend beyond carrying cleats.

(c) Assemble sides and ends with grain of wood horizontal and nail as specified. Nail bottom to sides and ends; fasten top by any efficient means. Cleats for shoes to be along edges of bottom parallel to carrying cleats and at right angle to the direction of bottom board or boards.

(d) Parts and dimensions as follows:

Carboy capacity nominal not over	Thickness sides, top, bottom and ends	Minimum dimensions		†Nails—sides and bottom	
		Vertical corner posts	Carrying cleats and shoes	Size	‡Spacing average
Gallons	Inch	Sq. Inches	Inches	Penny	Inches
5.41.....	$\frac{1}{2}$ *	2.0**	$\frac{1}{2} \times 2\frac{3}{4}$ ***	6	2

\* Except as prescribed or permitted under paragraph 7 (a).

\*\* NOTE.—Cross sectional area.

\*\*\* Other dimensions with equal cross section acceptable. In lieu of separate carrying cleats, side board, at point where cleat should be located, may be constructed of lumber not less than one inch thick so that overhang will be at least  $\frac{1}{2}$  inch.

† Screws of equal efficiency authorized.

‡ Spacing 6 inches acceptable along edge grain of bottoms.

(e) Does not apply.

(f) Does not apply.

#### MARKING OF OUTSIDE CONTAINER

8. (a) CRC 1D. This mark shall be understood to certify that the complete package complies with all specification requirements.

9. (g) Bottles shall be capable of withstanding a sustained internal pressure of 20 p.s.i. gauge for a 15-day period. Bottle manufacturer shall demonstrate to Bureau of Explosives that bottles of a proposed design will meet this test prior to start of production.

#### TESTS

(h) One bottle selected at random from each 200 produced on each mold shall be subjected to an instantaneous hydrostatic pressure test to bursting. Pressure at which bottle bursts must be not less than 40 p.s.i. gauge. If Bottle so tested fails at a pressure less than 40 p.s.i., 12 additional samples must be selected from the same lot of 200 bottles and tested in the same manner. All 12 samples must pass required test, otherwise entire lot shall be rejected.

10. Does not apply."

HUGH WARDROPE,  
Assistant Chief Commissioner.



## GENERAL ORDER No. 688

*In the matter of Section 305 of the Railway Act and swing, draw or movable bridges secured in the closed position for the period of closed navigation.*

File No. 4135.159.

FRIDAY, the 21st day of June, A.D. 1946

J. A. CROSS, K.C., *Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

G. A. STONE, *Commissioner.*

*It is ordered:*

1. That when any swing, draw or movable bridge is secured for the period of closed navigation in the closed position with the locking mechanism so fixed as positively to prevent the displacement of the span in either the horizontal or vertical plane, engines and trains may pass over such bridge without stopping.

2. That over a swing, draw or movable bridge secured as aforesaid, unless otherwise provided by order of the Board for any specific bridge, the speed of a passenger train must not exceed twenty-five miles per hour and of any other train fifteen miles per hour until the entire train has passed the bridge.

3. That, before the bridge is made movable after being secured in a closed position for the period of closed navigation and before the fixing device used for securing the bridge is removed, all trains operating on the subdivision on which the bridge is situated shall be notified by Train Order and Bulletin that the bridge is again being made movable, and that the interlocking plant or other protection is being restored, and the Train Order and Bulletin shall state the date and time when the change will be made effective.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 689

*In the matter of regulations for the equipment of locomotives, with electric headlights;*

*And in the matter of the General Order of the Board No. 632, dated 29th October, 1942:*

File No. 43191

SATURDAY, the 3rd day of August, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:*

That the said General Order No. 632, dated the 29th day of October, 1942, be, and it is hereby, rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 690

*In the matter of Rules for Maintenance of Way Flagging.*

File No. 4135.25

TUESDAY, the 13th day of August, A.D., 1946.

HUGH WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the report and recommendation of the Chief Engineer and the Director of Operation of the Board—

*It is ordered:*

1. That the following Rules for Maintenance of Way Flagging be, and they are hereby, prescribed for the observance of every railway company within the legislative authority of the Parliament of Canada.

2. That General Orders Nos. 188, 248, 334 and 368, dated respectively April 23, 1917, August 19, 1918, April 1, 1921, and June 29, 1922, be, and they are hereby, rescinded.

#### RULES

1. Before undertaking any work which will render the main track impassable, or, if rendered impassable from any cause or defect, trackmen, bridgemen or other employee of the Company shall protect the same as follows:—

2. (a). On double track; (b) on three or more tracks; (c) in mountain territory; and (d) on all lines with frequent or fast train service—

Send out a flagman in each direction with stop signals at least—

1,500 feet in daytime, if there is no down grade towards the obstruction within one mile, and there is a clear view of 6,000 feet from an approaching train.

3,600 feet at other times and places, if there is no down grade towards the obstruction within one mile.

5,400 feet if there is a down grade towards the obstruction within one mile.

The flagman must, after going the required distance from the obstruction to insure full protection, take up a position where there will be an unobstructed view of him from an approaching train of, if possible, 1,500 feet, first placing two torpedoes on the rail (not more than 200 or less than 100 feet apart), on the same side as the engineer of an approaching train, 300 feet beyond such position. The flagman must display a red flag by day and a red light by night, and remain in such position until recalled or relieved.

3. On other lines—

(a) By day place a red flag and, in addition, by night, a red light on the same side of the track as the engineer of an approaching train, at a point 600 feet from the defective or working point, with two torpedoes placed on the rail opposite each other so as to cause but one explosion, 150 feet in advance of the red signal; and provide further protection as follows:—

(b) By day place a red flag and, in addition, by night, a red light, on the same side of the track as the engineer of an approaching train so that it will be clearly in his view at least—

3,600 feet from the defective or working point, if there is no down grade towards the obstruction,

5,400 feet if there is a down grade within one mile of the obstruction, or as much farther as may be necessary to insure full protection.

(c) Place two torpedoes (not more than 200 or less than 100 feet apart) on the rail on the same side as the engineer of an approaching train, 300 feet in advance of the red signal;

(d) Between sunset and sunrise and during stormy, foggy or smoky weather conditions, flagmen must be placed instead of the outer signals referred to in clause (b).

4. Trains stopped by flagmen as per Rule 2 and Rule 3 (d) shall be governed by his instructions and proceed to the working point, or working point signal, as the case may be, and there be governed by signal or instructions of the foreman in charge.

5. Trains stopped by red signal as per Rule 3 (b) shall replace the torpedoes exploded and proceed to the working point signal, and there be governed by signal or instructions of the foreman in charge, unless in the meantime stop signal has been removed.

6. In the event of train order protection being provided, the defective or working point must be marked by signals placed in both directions as follows:—

Yellow flags by day and, in addition, yellow lights by night, 3,600 feet from the defective or working point; red flags by day and, in addition, red lights by night, 600 feet from the defective or working point, on the same side of the track as the engineer of an approaching train—except on double track, where trains run to the left, in which case signals shall be placed to the left hand side as seen by an engineer of an approaching train, and there is a clear view of at least 1,200 feet.

7. When weather or other conditions obscure day signals, night signals must be used in addition.

8. "Frequent service" shall mean nine or more trains a day, and "fast train service" shall mean a service at a speed of thirty-five miles or more an hour.

9. That a signal of a serviceable type, consisting of a bunting flag, 22 x 28 inches, five feet above rail level, supported by any satisfactory device which will securely maintain such flag in proper position, be used to display the signals directed to be provided under Rules 3 (b) (red signal) and 6 (yellow signal) of this Order and Rule 35 (yellow signal) of the Uniform Code of Operating Rules.

10. Flagmen must each be equipped for day time with a red flag, and four torpedoes, and for night time and when weather or other conditions obscure day signals, with a red light, a white light, four torpedoes, three red fuses, and a supply of matches.

The foregoing rules may, at the option of the railway companies, be printed in the Rule Books of such companies, in lieu of the working time tables, for the guidance of all employees. Subdivisions to be named setting out which of the rules are applicable to each.

HUGH WARDROPE,  
*Assistant Chief Commissioner*

## GENERAL ORDER No. 691

*In the matter of the application of The Railway Association of Canada for an order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, which were approved by General Order No. 598, dated October 11, 1940, as amended, in connection with containers for shipping methyl bromide.*

File No. 1717.87.39.

FRIDAY, the 6th day of September, A.D. 1946.

HUGH WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

G. A. STONE, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board,—

It is ordered that the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding after the paragraph numbered 258-6 on page 17 of Supplement No. 2 to C.T.C. No. 1 the following:—

Add new par. 258-7 after par. 258-6, page 51, to read as follows:—

258-7. Outage must be sufficient to prevent cylinders or spheres from becoming entirely filled with liquid at 130° F., and when the vacant space (outage) is charged with nitrogen, carbon dioxide or air the pressure in the cylinder or sphere at 130° F. must not exceed  $\frac{3}{4}$  the marked service pressure of the cylinder or sphere.

HUGH WARDROPE,

*Assistant Chief Commissioner.*

## GENERAL ORDER No. 692

*In the matter of the application of Canadian Industries Limited for an Order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, which were approved by General Order No. 598, dated October 11, 1940, as amended, in connection with reused containers.*

File No. 1717.88.17

THURSDAY, the 26th day of September, A.D. 1946

J. A. CROSS, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered* that the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended by adding the following note immediately after paragraph numbered 21-4 on page 17 thereof:



"During the present emergency, and until further order of the Board, boxes manufactured in accordance with Container Specification 14 and solid fibreboard boxes manufactured in accordance with Specification 23F may be used to transport high explosives containing a liquid explosive ingredient (dynamite), and may be reused for like shipments: PROVIDED that, before any empty boxes are shipped back to the factory, they shall be examined and all sawdust and lining paper removed; PROVIDED, further, that before reuse the boxes shall be thoroughly inspected, free from stains of exuded nitro-glycerine, clean and free from grit and all wood pulp. Sawdust and lining paper to be replaced by new material.

The tops or covers of wooden boxes, Specification 14, may be secured in place by the use of two  $\frac{3}{8}$  x .015-inch parallel metal straps, located between three or four inches from each end of the box: Provided the tops, or covers, are cleated on the inside, at both ends.

The closure of solid fibreboard boxes, Specification 23F, shall be flaps butted or with full overlap, and the entire contact surfaces of the closing flaps on the bottoms shall be coated with adhesive, and on the tops with cloth adhesive tapes, two and one-half inches in width."

J. A. CROSS,  
*Chief Commissioner.*

#### GENERAL ORDER No. 693

*In the matter of the General Order of the Board No. 691, dated September 6, 1946.*

File No. 1717.87.39

MONDAY, the 7th day of October, A.D. 1946.

HUGH WARDROPE, *Assistant Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading what has been filed by the Bureau of Explosives and The Railway Association of Canada; and upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the said General Order No. 691, dated September 6, 1946, be, and it is hereby, amended by striking out the figures, " $\frac{3}{4}$ " in the last paragraph thereof, and substituting therefor the figures, " $\frac{5}{4}$ ".

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

#### GENERAL ORDER No. 694

*In the matter of the application of St. Lawrence Chemical Company, Limited, for an order amending the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, which were approved by General Order No. 598, dated October 11, 1940, as amended, in connection with increasing capacity of cylinders for methyl chloride.*

File No. 1717.88.27

SATURDAY, the 26th day of October, A.D. 1946.

HUGH WARDROPE, *Asst. Chief Commissioner.*  
 A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*  
 G. A. STONE, *Commissioner*

Upon the recommendation of the Director of Operation of the Board—

*It is ordered:* That the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight be, and they are hereby, amended as follows:

- (1) by striking out the figures, "75", opposite Methyl chloride (see note 4), in Regulation numbered 211 on page 45 thereof, and substituting therefor the figures, "84"; and
- (2) by striking out the figures, "75," opposite Methyl chloride in Regulation numbered 223-1 on page 48 thereof, and substituting therefor the figures, "84".

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

#### GENERAL ORDER No. 695

*In the matter of the Canadian Freight Classification and the Express Classification for Canada, and Sections 322 and 360 of the Railway Act*

File No. 25639

THURSDAY, the 14th day of November, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*  
 HUGH WARDROPE, *Assistant Chief Commissioner.*  
 A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*  
 J. A. STONEMAN, *Commissioner.*  
 G. A. STONE, *Commissioner.*

IT IS ORDERED as follows, namely:

1. Apart from reissues which only consolidate classifications and supplements thereto previously approved by the Board any reissue of the Canadian Freight Classification, or of the Express Classification for Canada, or any proposed supplement to the issue of either now in force, shall be submitted in printed proof form for the approval of the Board before it is made effective.

2. Should such proposed reissue or supplement remove any goods from a lower to a higher class, or in any other way add to the cost of transportation of any goods, notice of the submission thereof shall be published by the applicant in the two next succeeding issues of *The Canada Gazette* in the following form:

"Notice is hereby given that the ..... did on the ..... day of ....., 19..., submit to The Board of Transport Commissioners for Canada, for its approval, the Canadian Freight Classification (or the Express Classification for Canada) No. .... (or Supplement No. .... to the Canadian Freight Classification No. ...., or to the Express Classification for Canada No. ....)."

3. (a) Unless, for special reasons, exemption be granted by the Board, the following symbols shall be used in the said proof, and in the approved classification or supplement, namely:

- ♣ Against rating denotes reduction in rating.
- ♣ Against description denotes reduction by reason of change in description.
- ♣ Against carload minimum weight denotes reduction in carload minimum weight.
- ♦ Against rating denotes increase in rating.
- ♦ Against description denotes increase by reason of change in description.
- ♦ Against carload minimum weight denotes increase in carload minimum weight.
- ▲ Denotes changes in wording which result in neither increases nor reductions in charges.
- \* Denotes new item.
- Denotes re-issued matter.

(b) Supplements shall show against each increase or reduction a reference to the previously approved item.

4. The application to the Board shall be accompanied by—

(a) Three copies of the said proof.

(b) The reasons for proposed changes involving increased cost of transportation.

(c) A copy of the notice furnished to the King's Printer for publication in the *Canada Gazette*.

5. One copy of the said proof and of the said notice for publication shall be furnished by the applicant to the following bodies, with the request that fully explained objections, if any, to proposed changes involving increased cost of transportation be filed by them with The Board of Transport Commissioners for Canada within thirty days from the receipt of the said proof and notice:

The Canadian Manufacturers' Association

The Canadian Industrial Traffic League

Assistant Director, Marketing Service (Fruit and Vegetables), Department of Agriculture

The Fruit Growers' Association of Ontario

Transportation Commission of the Maritime Board of Trade

United Grain Growers Limited, Winnipeg, Man.

The Boards of Trade of—

Brandon, Man.

Brantford, Ont.

Calgary, Alta.

Charlottetown, P.E.I.

Chatham, Ont.

Collingwood, Ont.

Cornwall, Ont.

Estevan, Sask.

Fredericton, N.B.

Galt, Ont.

Guelph, Ont.

Halifax, N.S.

Kenora, Ont.

Lethbridge, Alta.

Melville, Sask.

Moncton, N.B.

Montreal, Que.

Moose Jaw, Sask.

Nelson, B.C.

North Battleford, Sask.

Ottawa, Ont.

Owen Sound, Ont.

Preston, Ont.

Prince Albert, Sask.

Quebec, Que.

Regina, Sask.

Saint John, N.B.

Saskatoon, Sask.

Stratford, Ont.

Swift Current, Sask.

Sydney, N.S.

Toronto, Ont.

Vancouver, B.C.

Waterloo, Ont.

Weyburn, Sask.

Winnipeg, Man.

Woodstock, Ont.

Yorkton, Sask.

## The Chambers of Commerce of—

Belleville, Ont.	Port Arthur, Ont.
Brockville, Ont.	Prince Rupert, B.C.
Edmonton, Alta.	St. Catharines, Ont.
Fort William, Ont.	St. Hyacinthe, Que.
Hamilton, Ont.	St. Thomas, Ont.
Kingston, Ont.	Sarnia, Ont.
Kitchener, Ont.	Sherbrooke, Que.
London, Ont.	Trois Rivières, Que.
Medicine Hat, Alta.	Valleyfield, Que.
Montreal, Que.	Victoria, B.C.
Peterboro, Ont.	Windsor, Ont.

Also in the case of the freight classification, to the railway companies which are not members of the Canadian Freight Association, and to the Lake Freight Association, Montreal.

6. General Orders Nos. 271, 348, 353, 469, 471 and 477 are hereby rescinded.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 696

*In the matter of proposed amendments to the Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc., and Specifications for Shipping Containers, approved by General Order No. 678, dated the 3rd day of December, 1945.*

File No. 1717.12

FRIDAY, the 27th day of December, A.D. 1946.

J. A. CROSS, K.C., *Chief Commissioner.*  
 HUGH WARDROPE, *Asst. Chief Commissioner.*  
 J. A. STONEMAN, *Commissioner.*  
 G. A. STONE, *Commissioner.*  
 F. M. MacPHERSON, *Commissioner.*

Upon the report and recommendation of the Director of Operation of the Board; and upon reading the submissions filed—

*It is ordered:* That the said Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc., and Specifications for Shipping Containers, to be observed by shippers, and by express companies subject to the jurisdiction of the Board, be, and they are hereby, amended in accordance with amendments in Supplement No. 1 to C.T.C. No. E.T. 3469 marked "C", on file with the Board under file No. 1717.12, and certified by the Secretary of the Board.

J. A. CROSS,  
*Chief Commissioner.*













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DOMINION OF CANADA

# FORTY-THIRD REPORT

OF THE

## BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

FOR THE YEAR ENDED DECEMBER 31

1947



OTTAWA  
EDMOND CLOUTIER, C.M.G., B.A., L.P.L.,  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
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1948

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DOMINION OF CANADA

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## THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA, 1947

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J. A. CROSS, C.M.G., D.S.O., K.C., *Chief Commissioner.*

W. H. M. WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

P. F. BAILLARGEON,

*Secretary.*



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## REPORT OF THE BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

*To the Governor in Council:*

Pursuant to the provisions of Section 31 of the Railway Act, 1919, the Board of Transport Commissioners for Canada has the honour to submit its Forty-Third Report for the year ended December 31, 1947.

### AMENDMENTS TO THE RAILWAY ACT, 1919

The Railway Act was amended during 1947 by 11 Geo. VI, Chapter 70, as follows:

1. Section two of the Railway Act, chapter one hundred and seventy of the Revised Statutes of Canada, 1927, is amended by inserting, immediately after paragraph thirty-five thereof, the following paragraph:—

“(35a) ‘whistle’ includes a horn of any type approved by the Board.”

2. Subsection one of section twenty-six of the said Act is repealed and the following substituted therefor:

“26 (1) The Chief Commissioner shall be paid an annual salary of thirteen thousand five hundred dollars, the Assistant Chief Commissioner an annual salary of twelve thousand dollars, and each of the other Commissioners an annual salary of ten thousand dollars.”

3. Subsection six of section two hundred and sixty-two of the said Act, as enacted by section two of chapter fifty-four of the statutes of 1929, is repealed and the following substituted therefor:

“(6) The sum of two hundred thousand dollars each year for ten consecutive years from the first day of April, one thousand nine hundred and forty-seven, shall be appropriated and set apart from the Consolidated Revenue Fund of Canada to aid actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level in accordance with the provisions of this section.”

4. Subsection two of section two hundred and sixty-six of the said Act is repealed and the following substituted therefor:

“(2) Such fences or other structures as the Board may by order or regulation direct shall be erected and maintained on the sides of the approaches mentioned in subsection one of this section.”

5. Subsection two of section three hundred and eight of the said Act is repealed and the following substituted therefor:

“(2) Where a by-law of an urban municipality prohibits such sounding of the whistle or ringing of the bell in respect of any such crossing or crossings within the limits of the municipality, the by-law shall, if approved by an order of the Board, to the extent of the prohibition relieve the company and its employees from the duty imposed by this section.

“(3) In subsection two of this section the expression ‘urban municipality’ means (a) a city; (b) a town; or (c) any other municipality which contains a thickly peopled portion and which the Board, on the application of such municipality, declares to be an urban municipality within the meaning of the said subsection.”

6. (1) Paragraph (c) of section three hundred and nine of the said Act is repealed.

(2) Section three hundred and nine of the said Act is further amended by adding thereto the following subsection:

"(2) No train shall pass at a speed greater than twenty-five miles an hour over any highway crossing at rail level if at such crossing subsequent to the first day of January, one thousand nine hundred and five, a person or vehicle using the crossing, or an animal being ridden or driven over the same, has been struck by a moving train, and bodily injury or death thereby caused to such person, or to any other person using the crossing, unless the Board directs that the speed limitation of twenty-five miles an hour shall not be in effect at the crossing or unless the crossing is protected to the satisfaction of the Board."

7. Subsection three of section four hundred and nineteen of the said Act is repealed and the following substituted therefor:

"(3) Where a by-law of an urban municipality as defined in subsection three of section three hundred and eight of this Act prohibits such sounding of the whistle or ringing of the bell in respect of any such crossing or crossings within the limits of the municipality, the by-law if approved by order of the Board shall, to the extent of the prohibition, relieve the company from any penalty or liability under this section."

8. Paragraph (c) of subsection one of section four hundred and twenty-one of the said Act is repealed and the following substituted therefor:

"(c) any train of the company passes over any highway crossing at rail level at a speed greater than twenty-five miles an hour, if at such crossing, subsequent to the first day of January, one thousand nine hundred and five, a person or vehicle using the crossing, or an animal being ridden or driven over the same, has been struck by a moving train, and bodily injury or death thereby caused to such person or to any other person using the crossing, unless the Board has directed that the speed limitation of twenty-five miles an hour imposed by subsection two of section three hundred and nine of this Act shall not be in effect at the crossing or unless the crossing is protected to the satisfaction of the Board."

## AMENDMENTS TO THE TRANSPORT ACT, 1938

No amendments to the Transport Act, 1938, during 1947.

## PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1947, to December 31, 1947, the Board held 13 public sittings at which eight cases were heard. The number of public sittings held in the various provinces was as follows:—

Provinces	Number
Ontario.....	4
Quebec.....	1
Manitoba.....	2
Saskatchewan.....	1
Alberta.....	1
British Columbia.....	1
Nova Scotia.....	1
New Brunswick.....	1
Prince Edward Island.....	1
Total.....	13



It is to be noted, in connection with the public sittings, that out of a total of 159 days occupied by the Board during the year in attending public sittings, 150 days were taken up for the hearing of the application of the Railway Association of Canada for a general increase of 30 per cent in freight rates. The hearing of this application necessitated the holding of public sittings in every province of the Dominion.

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act and the Transport Act, varying from a complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

## FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total 2,374 applications and complaints received and dealt with by the Board, 99.52 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board and the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle regarding the transport rates.

## DECISIONS AND RULINGS OF THE BOARD

Judgments, General Orders and Regulations of the Board appear in the semi-monthly bulletin of the Board published through the King's Printer. The Board's Judgments are also reported in the Canadian Railway and Transport Cases. Brief notes of the more important Judgments delivered by the Board in 1947 are given below.

### DEPARTMENT OF NATIONAL DEFENCE (ARMY)

#### VS. CANADIAN FREIGHT ASSOCIATION

60 C.R.T.C. 178

The Department of National Defence applied for a ruling as to the classification of 15 cwt. armoured vehicles shipped during the years 1944-45 from Oshawa, Ontario, to Eastern Canadian ports and to U.S. North Atlantic ports for export. The question for decision involved the interpretation of the Official Classification and Exceptions thereto in order to determine the legal rates applicable to the shipments in question.

In rating the vehicles referred to as analogous to armoured scout cars in the Official Classification, the carriers had applied the 2nd Class rates to these shipments. The Department contended that the 5th class rate should have been applied.

The Board held that there was nothing in the evidence before it to indicate that the application of the 2nd class rating by analogy to the vehicles in question was unreasonable, and issued an Order declaring that the applicable rating to apply on the vehicles was the 2nd class rating under Item 34457 of the Official Classification.

APPLICATION OF THE RAILWAY ASSOCIATION OF CANADA FOR  
A GENERAL INCREASE IN FREIGHT RATES  
60 C.R.T.C. 250

The Respondents contended that the Board had no jurisdiction to hear and determine the application and asked the Board to state a case in writing for the opinion of the Supreme Court of Canada.

The Board held that it had the necessary jurisdiction, and that no proper or sufficient case had been made out by the Respondents to warrant the Board in stating a case for the opinion of the Supreme Court of Canada on the question raised. The application of the Respondents was dismissed.

RE: TELEGRAPH RATES BETWEEN CANADA AND THE U.S.A.  
AND MEXICO  
60 C.R.T.C. 260

The Federal Communications Commission granted the Western Union Telegraph Co. a 20 per cent flat increase in the extra-United States domestic rates to become effective when similar increases to the W.U.'s Canadian connecting carriers for south-bound Canadian-United States services were authorized by the Board. Elimination of the "night message" classification and the average 4.6 per cent increase in money order premium charges with respect to extra-United States domestic service as proposed by the W.U. were also allowed.

The Board authorized the interested Companies to eliminate the "night message" classification and to increase the international rates in question by twenty per cent on thirty days' notice, the resulting rates in all respects to be subject to complaint and investigation as provided by the Railway Act.

SUMMERSIDE BOARD OF TRADE VS. C.N.R.  
60 C.R.T.C. 274

The Summerside Board of Trade of Summerside, in the Province of Prince Edward Island, complained against alleged excessive charges for the transportation of motor trucks on the car ferry plying between Borden, P.E.I. and Cape Tormentine, N.B. This ferry is operated by the C.N.R. and owned by the Government of Canada. The charges, for which the C.N.R. keep special accounts, are shown in the tariff filed with the Board.

The Board held that the reduced rates required to be put into effect by the Maritime Freight Rates Act applied to freight traffic and not to passenger movements, and that as the carriage of trucks is properly treated as part of a passenger movement the Act does not apply to the truck ferry service.

The Board stated its opinion that reasonable charges for the truck service would be \$5.00 each way for motor trucks containing merchandise, and \$6.00 each way for empty motor trucks and directed that the tariff should be amended accordingly.

RE: GRAIN AND GRAIN PRODUCTS BRANCH OF BOARD OF  
TRADE OF TORONTO VS. C.P.R. AND C.N.R.  
60 C.R.T.C. 298

Applicants applied for an order disallowing the increases in rates on grain and flour, grain products (except flour), flaxseed and flaxseed products from Fort William, Port Arthur and West Fort William, "via all rail" to Halifax, N.S., Saint John, N.B., and West Saint John, N.B., shown in tariffs filed by the Railways, on the ground that the railways had no authority to increase the rates in question.

The Board held that certain of the rate advances in question had not been duly authorized and directed reduction of such rates to the rates in force prior to July 31, 1946.

THE PROVINCES (EXCEPT ONTARIO AND QUEBEC) VS. THE  
RAILWAY ASSOCIATION OF CANADA

61 C.R.T.C. 65

Under the Railway Act it is well established that it is within the discretion of the railway companies to meet competition by putting into effect competitive rates and to restore tolls to a normal basis when competition ceases. But by Order No. 92 of the Wartime Prices and Trade Board, dated January 20, 1942, which froze transportation charges at a prescribed level, the companies were deprived of this discretionary power.

The said Order No. 92 was rescinded on September 15, 1947, and the railway companies immediately filed tariffs to increase competitive rates by 30 per cent. At the time these tariffs were filed, the Board had before it and was hearing the application of the railway companies for a general increase in freight rates.

The Board held that in these circumstances the tariffs in question should be suspended and issued an order accordingly.

## RE ACCIDENT ON C.N.R. AT DUGALD, MANITOBA

61 C.R.T.C. 116

The accident in question occurred on September 1, 1947, when passenger extra 6001 westbound collided with train No. 4 eastbound at Dugald, Manitoba, on the main line of the C.N.R. between Winnipeg and Toronto. It resulted in the deaths of thirty-one persons and personal injuries to eighty-five others.

The Board held a public hearing at Winnipeg to investigate the causes of and circumstances connected with the accident. The Board's finding was that the accident was due to the violation of the operating rules of the C.N.R. by the crew of passenger extra 6001 west and to the failure of the operating official who was on the train to detect such violation of the rules in time to prevent the accident.

Subsequently the Board issued an order directing that all passenger trains shall be marshalled in such a manner that no wooden coaches carrying passengers are placed between cars of steel construction and that all wooden coaches are placed on rear of train.

## RE BELL TELEPHONE COMPANY OF CANADA

61 C.R.T.C. 161

The Bell Telephone Company applied for an Order approving the amount, terms and conditions of an issue, sale or other disposition of 212,000 shares of its capital stock.

Upon the evidence adduced at the hearing and what was filed in support of the application, the Board's conclusion was that the proposed issue of shares was necessary for the company's financing and to meet existing obligations.

HELD, that the issue and sale of not more than 212,000 shares of the company's capital stock, of the par value of \$100 each, as the directors of the company may in their discretion decide, at a price not less than \$140 per share, be approved on the conditions—(1) that such shares be first offered to the company's shareholders in the ratio of one share for each five shares held by them on a date of record to be determined by the company's Board of Directors for the purposes of the issue, and (2) that any shares not taken up by the shareholders may be issued, sold or disposed of in such other manner and upon such terms and conditions as the company's directors may determine at or above the price of \$140 per share.



## C.N.R. vs. C.P.R.

37 J.O.R. 139

This was an application by the Canadian National Railway Company under Sections 181, 182, 193 and 252 of the Railway Act to construct, maintain and operate a branch line of railway to serve The White Motor Company of Canada Limited in the Town of Mount Royal, Province of Quebec.

The Board held that Sections 181 and 182 of the Railway Act do not apply to the Applicant Company and that the Board was without authority to make the order asked for. The application was therefore dismissed.

## APPEALS FROM RULINGS OF THE BOARD

There were no cases referred to the Supreme Court of Canada by the Board for its opinion.

There were no cases carried in appeal to the Supreme Court of Canada nor to the Governor in Council.

## ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ended December 31, 1947, was 1,621. The number of general circulars issued by the Board directed to all the transport companies subject to its jurisdiction was nil. The general orders as distinguished from other orders of the Board are those affecting all transport companies subject to its jurisdiction, and are nine in number for the year.

The general orders and circulars issued by the Board during the year ended December 31, 1947, will be found compiled under Appendix "H" of this report.

## APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints, made to the Board for the year ended December 31, 1947, was 2,374.

## TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ended December 31, 1947, was as follows:—

Freight tariffs, including supplements.....	27,809
Passenger tariffs, including supplements.....	2,733
Express tariffs, including supplements.....	1,974
Telephone tariffs, including supplements.....	1,617
Sleeping and Parlour car tariffs, including supplements.....	70
Telegraph and Radio tariffs and supplements.....	25
Bridge tolls, including supplements.....	1
Water freight tariffs, including supplements.....	16
Water passenger tariffs, including supplements.....	45
Agreed Charges—tariffs.....	16
Total.....	34,306

The total number of tariffs filed from February 1, 1904, to December 31, 1947, was 2,394,359.

The details of the tariffs will be found under Appendix "C" to this report.

## ENGINEERING DEPARTMENT OF THE BOARD

The report of the Engineering Department shows that 571 inspections were made covering the whole Dominion. These inspections for the year ended December 31, 1947, cover opening of railway for the carriage of traffic, highway crossings, signal protection at highway crossings, bridges, subways, interlocking plants, drainage, private crossings, railway lines in connection with main-



tenances, signals at swing bridges, fencing, improving view at crossings, investigations and inspections in connection with accidents on railway lines and at highway crossings, automatic block signals, less than standard clearance, and many inspections in connection with projects to provide post-war work.

A statement of works approved by Board's Orders on the recommendation of the Engineering Department is included in the report together with an explanation of the work, study and investigation involved.

There is a report on expenditures from the Railway Grade Crossing Fund and Special Votes for protection at highway crossings of railways.

It will be noted in the report that many matters that come up and are referred to the Engineering Department are settled by inspections, personal contact or correspondence without the necessity of an Order of the Board.

The Engineering Department report will be found under Appendix "D".

## OPERATING DEPARTMENT

The following general matters were dealt with by the Operating Department of the Board during the year 1947:

General Railway Accidents (including Highway Crossings).....	2,533
Highway Crossing Accidents.....	442
Motive Power Reports.....	56,174
Locomotives Inspected.....	8,258
Internal Boiler Inspections.....	124
Stationary Boiler Reports.....	2,659
Freight Cars Inspected.....	28,692
Passenger Coaches Inspected.....	2,283
Air Reservoir Reports.....	4,196
Inflammable Liquid Installations.....	254
Liquefied Petroleum Gas Installations.....	10
Fires on Forested Territory.....	502
Fireguards Ploughed (miles).....	4,648

Regulations for the Transportation of Explosives and Other Dangerous Articles both by Freight and Express.

The number of accidents investigated totalled 2,533 involving 3,439 casualties of which number 416 persons were killed and 3,023 injured, which is an increase over the previous year of 395 casualties.

Accidents at highway crossings for the year totalled 442 with 162 killed and 638 injured. Of this number 75 accidents occurred at crossings where there were protective devices, with the remaining 367 occurring at unprotected crossings.

During the year numerous investigations were made regarding train and station services, approval of new, or additions to, stations, removal or appointment of station agents, and all other features pertaining to train operation.

Five hundred and two fires attributed to railways are reported to have originated on 13,685 miles of line classified as forested territory. These fires burned 2,488 acres of young forest growth, 6,777 acres of merchantable timber, 4,603 acres of slashing or old burned lands not restocking, and 1,932 acres of non-forested lands.

Of this total, 213 fires burned over less than one-fourth acre each; 243 fires burned over an area of one-fourth acre to ten acres each; and 46 fires burned over an area of more than 10 acres each.

The total area burned over was 15,800 acres, with damage to young forest growth, standing timber, forest products and other property, estimated at \$35,092. Of this amount, the value of standing timber and young forest growth is estimated at \$30,592.

In accordance with the requirements of the Board, the Railways maintained special patrol of 7,721 miles of line, necessitating the special attention to fire patrol of a total of approximately 1,008 fire patrolmen.

Under the co-operative arrangements with the various Dominion and Provincial Forest Services, 212 officers and men of such services were under appointment as ex-officio officers of the Board.

During the fire season of 1947, 4,986 inspections of locomotive fire protective appliances were made in connection with railway fire prevention.

In accordance with the Board's Fireguard Requirements, the railways constructed or maintained 4,648.15 miles of fireguards, in uncultivated lands, in non-forested sections of the Prairie Provinces.

## BUREAU OF TRANSPORTATION ECONOMICS

This Bureau constitutes a new department of the Board. It started to function in the last days of 1946. Its main duties consist in supplying the Board with the result of economic studies in the general transportation field and with reports on the economic aspects of the cases submitted to the Board for determination. The report of the activities of the Bureau, during 1947, is to be found in Appendix "F".

## RAILWAY GRADE CROSSING FUND

This fund has been created for the purpose of contributing to the protection of railway level crossings. This protection is brought about by various means, for instance, by the improvement of the view on the approaches of crossings, by the installation of protective devices such as bells and wig-wags, lighting systems, gates, etc. In many instances, and particularly in cities and towns, protection is also afforded by the employment of watchmen. Finally, the most efficient means of protecting level crossings, is, undoubtedly by separating them altogether, which can be effected in various ways, for example, by the construction of over-crossings or bridges, and of tunnels and subways. Road diversion is another way to do away with level crossings.

## ROUTINE WORK OF THE BOARD

### RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ended December 31, 1947, together with the number of orders issued:—

Number of applications made.....	2,374
Number of filings received during the year.....	29,654
Number of outgoing letters during the year.....	18,901
Number of orders issued during the year.....	1,621

## CHANGES ON THE STAFF OF THE BOARD

The following are the principal changes in the personnel of the staff of the Board during 1947:

Messrs. D. Mowat, District Inspector, A. Lapointe, Departmental Accountant, and J. R. Usher, Head Clerk, were retired after long periods of service with the Board.

It is with regret that the Board records the death during the year of two members of its staff, namely: T. J. Faught, District Inspector, who had been appointed on the staff of the Board in 1946 and W. Thompson who had served the Board during many years as Official Car Porter and Court Crier.

The following employees were appointed during the year: Messrs. G. A. Scott, Assistant Director, Bureau of Transportation Economics; A. T. Barton, H. O. Bingham, H. A. Davis, R. M. MacDonald, H. E. Noble, District Inspectors; S. MacLean, J. B. Rochon, W. G. Scott, Economists; D. H. Finlayson, Chief Clerk; K. A. Bloxham, Travelling Auditor; L. E. Lugsdin, Auditor and J. P. Lajoie, Departmental Accountant.

## APPENDIX "A"

LIST OF MEMBERS OF THE BOARD WHO HAVE SERVED OR ARE SERVING  
ON THE BOARD

Member's Name	Office	Appointment	Termination
Hon. A. G. Blair, K.C.....	Chief.....	Feb. 1, 1904.....	Oct. 31, 1904 (resigned).
Hon. M. E. Bernier.....	Deputy.....	Feb. 1, 1904.....	Jan. 31, 1914.
James Mills.....	Commr.....	Feb. 1, 1904.....	Jan. 31, 1914.
Hon. A. C. Killam, K.C.....	Chief.....	Feb. 6, 1905.....	Mar. 1, 1908 (died).
Hon. J. P. Mabee, K.C.....	Chief.....	Mar. 28, 1908.....	May 6, 1912 (died).
D'Arcy Scott.....	Ass't.....	Sept. 17, 1908.....	Sept. 16, 1918.
S. J. McLean.....	Commr.....	Sept. 17, 1908.....	Sept. 16, 1918 (reappointed)
Hon. Thos. Greenway.....	Commr.....	Sept. 17, 1908.....	Oct. 30, 1908 (died).
A. S. Goodeve.....	Commr.....	April 4, 1912.....	Nov. 22, 1920 (died).
Henry L. Drayton, K.C.....	Chief.....	July 1, 1912.....	Aug. 1, 1919 (resigned).
Hon. W. B. Nantel, K.C.....	Deputy.....	Oct. 20, 1914.....	Oct. 19, 1924.
A. C. Boyce, K.C.....	Commr.....	Oct. 4, 1917.....	Oct. 3, 1927.
Dr. J. G. Rutherford, C.M.G.....	Commr.....	Sept. 17, 1918.....	July 24, 1923 (died).
Hon. F. B. Carvell, K.C.....	Chief.....	Aug. 2, 1919.....	Aug. 9, 1924 (died).
S. J. McLean, LL.B.....	Commr.....	Sept. 16, 1918.....	Sept. 15, 1928 (reappointed)
Calvin Lawrence.....	Ass't.....	Aug. 6, 1919.....	
	Commr.....	Nov. 4, 1921.....	May 4, 1931 (died).
Hon. Frank Oliver.....	Commr.....	Sept. 21, 1923.....	Sept. 20, 1928 (reached age of 75).
Hon. H. A. McKeown, K.C.....	Chief.....	Sept. 16, 1924.....	Feb. 28, 1931 (resigned).
Thomas Vien, K.C.....	Deputy.....	Sept. 5, 1925.....	Jan. 31, 1931 (resigned).
Hon. T. C. Norris.....	Commr.....	Mar. 30, 1928.....	Mar. 29, 1938.
S. J. McLean, LL.B.....	Ass't.....	Sept. 17, 1928.....	Sept. 16, 1938.
John A. Stoneman.....	Commr.....	Mar. 12, 1929.....	Mar. 11, 1939 (reappointed).
Hon. C. P. Fullerton, K.C.....	Chief.....	Aug. 13, 1931.....	Dec. 31, 1933 (resigned).
F. A. Labelle.....	Deputy.....	Dec. 16, 1931.....	July 15, 1933 (died).
G. A. Stone.....	Commr.....	Dec. 16, 1931.....	Dec. 15, 1941 (reappointed)
F. Nap. Garceau, K.C.....	Deputy.....	Sept. 16, 1933.....	April 10, 1943 (reached age of 75).
Hon. Hugh Guthrie, K.C.....	Chief.....	Aug. 12, 1935.....	Nov. 3, 1939 (died).
Hugh Wardrope.....	Ass't.....	Nov. 8, 1938.....	
John A. Stoneman.....	Commr.....	Mar. 11, 1939.....	
F. M. MacPherson.....	Commr.....	Sept. 21, 1939.....	
J. A. Cross, Col., C.M.G., D.S.O., K.C.....	Chief.....	April 1, 1940.....	
G. A. Stone.....	Commr.....	Dec. 15, 1941.....	
Armand Sylvestre, K.C., LL.B.....	Deputy.....	April 18, 1945.....	



## APPENDIX "B"

(1) Since the establishment of the Board, its jurisdiction has been extended to the following matters:—

- (a) Express tolls—6 Edw. VII, c. 42, s. 27, 1906.
- (b) Telegraph companies—c. 61, 1908, s. 4.
- (c) Telephone companies—6 Edw. VII, c. 42, s. 30.
- (d) International bridges and tunnels—1929, c. 54.
- (e) Maritime Freight Rates Act—1927, c. 44.
- (f) Abandonment of operation of railway lines—1933, c. 47 (s. 165A).
- (g) Canadian National-Canadian Pacific Act, 1933, c. 33.
- (h) The Transport Act, 1938, c. 53—(Licensing and rate regulation of ships; agreed charges).
- (i) Agreements—(s. 35 of present Act)—8-9 Edw. VII, c. 32, s. 1.
- (j) Purchase of electrical energy from a person who has acquired water power under lease from the Crown (s. 374 of present Act)—1909, c. 31, s. 1.
- (k) Railway Grade Crossing Fund (s. 262 of present Act)—1909, c. 32, s. 7.

(2) Since 1923 the jurisdiction of the Board has been extended to the following railways:—

Intercolonial.

National Trans-Continental.

Lake Superior Branch (Leased from G.T.P.R.)

Prince Edward Island.

(3) In addition to the above there are a number of Acts which gave the Board jurisdiction over particular companies in certain specified matters.

## APPENDIX "C"

REPORT OF THE DIRECTOR, TRAFFIC DEPARTMENT,  
FOR THE YEAR ENDED DECEMBER 31, 1947

Submitted herewith for the Board's Forty-Third Annual Report is a summary of the work of the Traffic Department for the year ended December 31, 1947.

## TARIFFS

Tariff schedules, including amendments, filed by Rail and Water carriers, Communication Companies and International Bridge Companies in conformity with the law, are in the custody of this Department, which deals with all matters concerning them.

During the year under review, the number of tariffs for freight and passengers of Rail and Water carriers, Agreed Charges, Express, Telephone, Telegraph, Sleeping and Parlour Car and International Bridge Tolls filed with the Board, was as follows:—

## FROM JANUARY, 1947, TO AND INCLUDING DECEMBER 31, 1947

FREIGHT		Total
<i>Rail—</i>		
Local Tariffs.....	2,002	
Supplements.....	615	
	<hr/>	2,617
Joint Tariffs.....	66	
Supplements.....	3,979	
	<hr/>	4,045
International Tariffs.....	317	
Supplements.....	20,830	
	<hr/>	21,147
		<hr/>
		27,809
<i>Water Carriers—</i>		
Local Tariffs.....	23	
Supplements.....	17	
	<hr/>	40
Joint Tariffs.....	1	
Supplements.....	8	
	<hr/>	9
International Tariffs.....	9	
Supplements.....	10	
	<hr/>	19
		<hr/>
		68
<i>Agreed Charges—</i>		
Tariffs.....	1	
Supplements.....	15	
	<hr/>	16
PASSENGER		
<i>Rail—</i>		Total
Local Tariffs.....	232	
Supplements.....	175	
	<hr/>	407
Joint Tariffs.....	193	
Supplements.....	489	
	<hr/>	682
International Tariffs.....	453	
Supplements.....	1,211	
	<hr/>	1,664
		<hr/>
		2,753

*Water Carriers—*

Local Tariffs.....	32	
Supplements.....	6	
	<hr/>	38
Joint Tariffs.....	0	
Supplements.....	5	
	<hr/>	5
International Tariffs.....	1	
Supplements.....	1	
	<hr/>	2
		<hr/>
		45
<i>Sleeping and Parlour Car—</i>		
Local Tariffs.....	1	
Supplements.....	10	
	<hr/>	11
Joint Tariffs.....	1	
Supplements.....	13	
	<hr/>	14
International Tariffs.....	2	
Supplements.....	43	
	<hr/>	45
		<hr/>
		70

## EXPRESS

Local Tariffs.....	152	
Supplements.....	296	
	<hr/>	448
Joint Tariffs.....	140	
Supplements.....	210	
	<hr/>	350
International Tariffs.....	930	
Supplements.....	246	
	<hr/>	1,176
		<hr/>
		1,974

## TELEPHONE

Local Tariffs.....	7	
Supplements.....	184	
	<hr/>	191
Joint Tariffs.....	4	
Supplements.....	1,422	
	<hr/>	1,426
International Tariffs.....	0	
Supplements.....	0	
	<hr/>	0
		<hr/>
		1,617

## TELEGRAPH

Tariffs.....	2	
Supplements.....	23	
	<hr/>	25

## INTERNATIONAL BRIDGE TOLLS

International Tariffs.....	1	
Supplements.....	0	
	<hr/>	1
		<hr/>
COMBINED TOTALS ALL SCHEDULES.....		34,378

Underlying the requirements as to the filing of tariffs, are certain documents known as "Concurrences" and "Powers of Attorney". Concurrences are issued by carriers in Canada in respect of joint tariffs of other carriers, in which the concurring carrier is a participant. Such Concurrences are required by Section 336 of the Railway Act and by the Board's regulations made under the Transport Act of 1938.

During the year 1947, 456 Concurrences were filed and 136 Revocations received.

Under certain conditions, tariffs are issued and filed by agents for the carriers concerned. In such cases, the carrier executes a Power of Attorney, appointing such Agent, which document is also filed with the Board, as required by Sections 336 and 341 of the Railway Act and by the Board's regulations made under the Railway Act and the Transport Act, 1938.

During the year 1947, 314 Powers of Attorney were so filed and 126 Revocations were received.

Due to the establishment of new industries or by reason of new products, sources of supply, competitive conditions, and many other reasons, tariffs are constantly being revised, resulting in the filing as above outlined of 34,378 schedules. This coupled with the supporting Powers of Attorney and Concurrences, totalled 35,410 tariffs and documents, or an average of 117 per working day.

The Traffic Department's staff not only records and files the tariff schedules in question, but furnishes information thereon with respect to almost every class of service for which tariffs are provided. As the carriers' tariffs cover not only domestic traffic moving entirely within Canada, but also apply to export and import traffic as well as International traffic between Canada and the United States, the greatest care and exactitude is exercised to keep the records in readiness for all demands made upon the Board. Amongst the tariffs so filed, are those which are the subject of investigation and audit with respect to the administration of the Maritime Freight Rates Act, of which specific mention is made later in this Report.

#### FREE TRANSPORTATION

In addition to the duties above described, the Traffic Department maintains a continuing audit of free transportation granted by carriers subject to the Railway Act and the Transport Act, 1938. All questions involving the misuse of free transportation, or issuance for which authority has not been granted are investigated and any necessary action to correct such cases is dealt with by this Department.

#### CORRESPONDENCE

During the year, the total number of communications emanating from this Department was 3,468; consisting of 976 memoranda and reports to the Board, 2,156 communications with the carriers subject to the Board's jurisdiction, and 336 communications to others. Such correspondence dealt with complaints, proper interpretation of tariffs and classifications, filing of tariffs, Powers of Attorney, Concurrences, free or reduced rates and administration of the Maritime Freight Rates Act, etc.

#### MARITIME FREIGHT RATES ACT

The Maritime Freight Rates Act, 1927, requires the approval by the Board of all tariff schedules filed pursuant thereto; it also requires, except in the case of the Canadian National Railways, that the Board certify the normal tolls which, but for the Act, would have been effective and to also certify to the Minister of Transport the amount payable as reimbursement to the carriers in compensation for the statutory reduction in rates.

All of the duties so involved are handled by this Department and requires that the carriers report to the Traffic Department each individual shipment which moves under the provisions of the Act, the rate which was charged, and the rate which would normally apply but for the Act. Such statements require that every shipment be checked as to Freight Classification, Weight, Rate and Extensions.



For the period from July 1, 1946, to June 30, 1947, inclusive, there were filed 26,199 statements with an average of 74 rates per sheet; approximating 1,938,726 rates which were individually checked and revised where necessary. Of the statements so filed, there were approximately 969,363 extensions of charges which required checking, and 26,199 columns of figures to be added.

Resulting from this check, 7,878 corrections were made to the Railways' applications for reimbursement. The total amount of reimbursement claimed by the Railways was \$954,610.31, and the total amount allowed was \$939,628.83, or a net deduction of \$14,981.48. During this period 105 Orders were issued, approving tariffs or rates and certifying as to normal tolls.

#### AGREED CHARGES (PART V, THE TRANSPORT ACT)

At December 31, 1947, 21 Agreed Charge tariffs were in effect, applicable to 110 different shippers. During the year 1947 two new Agreed Charges were submitted to the Board of which one was approved and one is pending awaiting hearing. Eight applications were received for the Board to fix charges the same as Agreements already in effect. The following Orders were issued with respect to Agreed Charges during the year under review:—

#### AGREED CHARGE ORDERS

*Order 68505, January 23, 1947.*—Approving, Supplements 1 to Agreed Charge Tariffs C.T.C. (A.C.) Nos. 14 and 24 which cancel the participation of the parties thereto with respect to the Agreed Charge on petroleum products from Montreal, Quebec, to Hull, Quebec, and Ottawa, Ontario.

*Order 68545, January 30, 1947.*—Directing, upon the application of Champlain Oil Products, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of petroleum products shipped by the Applicant from Montreal East Que., to Ottawa, Ont.

*Order 68564, February 5, 1947.*—Approval of Agreed Charge on petroleum products for Imperial Oil Limited, McColl-Frontenac Oil Company, Ltd., and North Star Oil, Ltd., from Calgary, Alta., to points in the Provinces of Alberta and Saskatchewan.

*Order 68609, February, 1947.*—Directing, upon the application of Hales H. Ross and Sons, Co., Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of lumber and forest products shipped by the applicants from Medicine Lodge and Athabasca, Alta.

*Order 68728, March 18, 1947.*—Directing, upon the application of Champlain Oil Products, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of petroleum products from Hochelaga, Que., Montreal East, Que., and Montreal (Moreau Street), Que., to Hull, Que., and Ottawa, Ont., and rescinds Order No. 68545, dated January 30, 1947.

*Order 69152, June 26, 1947.*—Approving Supplement 4 to Agreed Charge Tariff C.T.C. (A.C.) No. 11 (Petroleum Products), containing an amendment to Condition No. 1(b) of the Agreed Charge.

*Order 69182, July 3, 1947.*—Adding the name of Peter Pitts of Elphinstone, Man., to Agreed Charge tariff C.T.C. (A.C.) No. 18 for the transportation of eggs to Winnipeg, Man.

*Order 69206, July 11, 1947.*—Adding the name of Dominion Fruit & Produce Co. to Agreed Charge tariff C.T.C. (A.C.) No. 18 for the transportation of eggs from Maryfield, Sask.

*Order 69207, July 11, 1947.*—Directing, upon the application of The Imperial Lumber Company, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 59787, dated October 18, 1940, for the transportation of lumber and forest products shipped by the Applicant from Imperial Spur, Mile 137.5, located 1.7 miles south of Pitlochrie, Alta., and from Philomena, Alta.

*Order 69338, August 7, 1947.*—Directing, upon the application of the Imperial Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of lumber and forest products shipped by the Applicant from Edson, Alta.

*Order 69882, December 9, 1947.*—Directing, that the Agreed Charge approved by Order No. 59714, dated October 2, 1940, be fixed for the transport of petroleum products set out in paragraph "B" of the said Agreed Charge, by railway companies parties thereto from the Marine terminal (when established) of Imperial Oil Limited at Chicoutimi, Que., to railway stations and/or destinations in the Province of Quebec.

## WATER TRANSPORTATION LICENCES (PART II, THE TRANSPORT ACT)

### *Great Lakes and St. Lawrence River*

Eleven licences were granted to ten water carriers, applicable to seventy-seven ships operating between points in Canada on the Great Lakes and St. Lawrence River in the area between Quebec City and the head of the Great Lakes. Of these ships, two are licensed to transport passengers only; sixty-one to transport goods only, and fourteen to transport passengers and goods.

There was a net decrease of three ships so licensed from the previous year.

### *Mackenzie River*

Licences issued with respect to ships operating in the Mackenzie Watershed during the year under review totalled one hundred and sixty-nine vessels, the details of which are as follows:—

Licensee	Ships Licensed
McInnes Products Corp. Ltd.....	6
Northern Transportation Co. Ltd.....	54
Yellowknife Transportation Co. Ltd.....	18
Hudson's Bay Company.....	87
Charles Sanders.....	1
B.C. Mackenzie Navigation Co.....	3

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## MAXIMUM PRICE CONTROL

As in previous years, this Department has co-operated fully with the War-time Prices and Trade Board in respect of the administration of the price ceiling regulations as they concerned transportation and communication services. With the gradual elimination of services from price control terminating with the removal of such control from freight traffic on September 15, 1947, the Board resumed its function as the final authority (subject to Statutory appeal) with respect to transportation charges of carriers or services subject to its jurisdiction.

## APPLICATIONS AND COMPLAINTS DEALT WITH BY THE TRAFFIC DEPARTMENT DURING THE YEAR ENDED DECEMBER 31, 1947

*File 39422.2.*—Application of MacTavish, Watt, Osborne & Henderson, on behalf of Grain and Grain Products Branch of Board of Trade of City of Toronto, Eastern Elevator Association and Ontario Flour Millers Association, for disallowance of portions of Canadian Pacific and Canadian National Railways' tariffs which were filed under provisions of Board's Order 68340, dated December 19, 1946.

*File 29159.671.*—Application of Miss Chislaine Coallier, Montreal, Que., for telephone service.

*File 36912.1.*—Application of Northern Alberta Railways for approval of Standard Freight Tariff C.T.C. No. 118.

*File 44482.*—Enquiry of Mr. Raoul Fafard, Mayor of Matane, Que., concerning freight rates of the Canada and Gulf Terminal Railway Company.

*File 3574.490.*—Application of Mrs. Eugene Lefrancais, Montmorency, Que., for telephone service.

*File 3839.788.*—Application of Mr. C. M. Hartman of Clarksburg, Ont., concerning operation of private telephone line in territory served by the Bell Telephone Company.

- File 1700.99.*—Application of Berkinshaw, Barrett, Kennedy & Cumberland on behalf of The Goodyear Tire & Rubber Company of Canada, Ltd., regarding demurrage charges on private cars leased from the United Carbon Company, Inc.
- File 18540.1.*—Enquiry of Mr. G. Oliver, Dept. of Co-Operation and Co-Operative Development, Province of Saskatchewan, concerning certain reductions in rates made in Eastern Canada since 1922.
- File 3574.491.*—Application of Mr. F. E. Brazeau, Eastview, Ont., for telephone service.
- File 18540.1.*—Complaint of Messrs. Jean-Marie Tremblay and Leonidas Tremblay concerning railway fares.
- File 6713.148.*—Application of Mr. Ian M. Macaulay, Clerk-Treasurer of the Municipality of the Village of Port Dover, Ont., concerning discontinuance of interswitching service between the Lake Erie & Northern Ry. and the Canadian National Rys. at Port Dover.
- File 45016.*—Enquiry of Mr. William Irvine, M.P., with regard to rates on gasoline.
- File 29159.672.*—Application of Mrs. R. Lemyne, Montreal, Que., for telephone service.
- File 17112.49.*—Application of various shippers' organizations for an order disallowing increased rates on grain, grain products, flaxseed and flaxseed products from Fort William, Port Arthur and West Fort William, "via all-rail", to Halifax, N.S., Saint John, N.B., and West Saint John, N.B. (from May 1 to November 30 in each year inclusive), Montreal, Three Rivers and Quebec, Que. (from April 6 to November 30 in each year inclusive).
- File 1700.436.*—Application of Purity Flour Mills Limited, for a ruling of the Board concerning the application of Canadian Car Demurrage Rule 6 on traffic moving lake and rail.
- File 4214.147.*—Application of The Proprietors' Co-Operative for an extension of the Montreal express cartage limits to include the area known as Garden City.
- File 6713.253.*—Complaint of Midland Pacific Terminal Limited with respect to a charge made at Vancouver, B.C., of \$1.00 per car for placing cars out of date order.
- File 1700.437.*—Complaint of Consolidated Rendering Co., Boston, Mass., respecting demurrage charge on cars which remained on hand undelivered at Canning, N.S.
- File 4397.127.*—Application of The Express Traffic Association of Canada for approval of Supplement No. 15 to Express Classification for Canada No. 8.
- File 43356.8.*—Application of the Edmonton Chamber of Commerce concerning the continuance of the regulations administered by the Transport Controller with respect to maximum loading of cars and penalty charges for delays in releasing cars.
- File 27008.42.*—Application of Electrical Manufacturing Co., Ltd., concerning claims against the Canadian National Railways for loss and damage and warehouse charges.
- File 45047.*—Application of Gutta Percha & Rubber Ltd., Toronto, with respect to proper classification rating on articles shipped as automobile parts.
- File 22589.72.*—Application of R. G. Perry with respect to refund on unused Pullman ticket purchased for Pullman space from Chicago to Toronto.
- File 29159.673.*—Application of Miss Marielle Picard, Montreal, Que., for telephone service.
- File 10041.138.*—Application of Canadian Pacific and Canadian National Railways for approval of increased telegraph rates between Canada and the United States.
- File 33365.108.*—Application of The G. W. Nickerson Co. Ltd., Prince Rupert, B.C., with respect to rate on Steel Heating or Power Boilers.
- File 3574.492.*—Application of Mr. Edouard Gingras, Saint Pascal Baylon, Quebec, Que., for telephone service.
- File 27007.*—Application of Mr. Stanley Ciekiewicz, Wolseley, Sask., with regard to rate on car of fence posts shipped from South Junction, Man., to Wolseley, Sask.
- File 4214.721.*—Application of the Chicoutimi Chamber of Commerce concerning extension of free Express delivery limits.
- File 45089.*—Application of Philipp Brothers, Inc., New York, N.Y., concerning rate on imported Scrap Aluminum Powder for re-melting purposes from Montreal to Toronto.
- File 3574.493.*—Application of Mr. Arthur Fournier, Chambly Basin, Que., for telephone service.
- File 25705.18.*—Applications of Senator A. L. Beaubien and Mr. Rene A. Jutras, M.P., with respect to freight rates on gravel to Morris and Letellier, Man.
- File 3339.9.*—Application of Messrs. Douglas & McCallum, London, Ont., regarding agreement between The Byron Telephone Company, Ltd., and the Bell Telephone Company of Canada.
- File 1700.400.*—Application of Messrs. Macleod, Riley, McDermid & Dixon, Calgary, Alta., concerning demurrage charges assessed for delay in release of cars by Riverside Iron Works and Dominion Bridge Co. at Calgary.



- File 44796.2.*—Application of Ogilvie Flour Mills Co., Ltd., concerning the issuance of bills of lading by the Northern Navigation Company.
- File 17112.50.*—Complaint of Delta Flour Mills, Ltd., Vancouver, against Canadian National Railways with respect to export rate on flour milled from wheat which is stored and cleaned at New Westminster and subsequently shipped to their mill at Woodward's Landing for grinding into flour.
- File 42082.31.*—Application of Hudson's Bay Company for approval of Standard Freight Tariff C.T.C. No. F-5.
- File 29054.10.*—Application of Bay of Quinte Transportation Company regarding rates on cheese to Montreal.
- T.D. 14359.32.*—Application of Hudson's Bay Company for approval of Standard Passenger Tariff C.T.C. No. P.4.
- File 18540.1.*—Application of Mr. H. G. Archibald, M.P., concerning freight rates into Atlin, British Columbia.
- File 29159.674.* Complaint of Mr. N. Druckman, Montreal, with regard to rates charged for telephone service.
- File 45067.*—Application of the City of Grand'Mere, Que., re interchange tracks.
- File 33365.142.*—Application of the Canadian Freight Association for approval of Supplement No. 14 to Canadian Freight Classification No. 19.
- File 10041.139.* Complaint of Mr. Phil Glanzer, Toronto, that Telegraph Companies have denied him certain privileges with respect to press message services.
- File 42082.30.*—Application of Yellowknife Transportation Co. Ltd., for approval of Standard Freight Tariff C.T.C. No. 5.
- File 42082.29.*—Application of McInnes Products Corporation, Ltd., for approval of Standard Freight Tariff C.T.C. No. 3.
- File 30969.25.*—Application of Mr. L. Lamoreux concerning representations of the National Liberal Association with respect to reduced fares for those attending the National Summer Conference at McMaster University, Hamilton, September 1 to 5, 1947.
- File 30969.26.*—Application of Mr. Gordon B. Iznor, M.P., Halifax, regarding the excursion ticket rate from points in Ontario and Quebec to the Maritime Provinces, and the absence of similar rate concessions from points in the Maritime Provinces.
- File 3574.494.*—Application of Mr. Herve Leger, Como, Que., for telephone service.
- File 33365.143.*—Application of N. F. Judah, Edmonton, Alta., in the matter of the application of paragraphs A. and B. of Section 7, Rule 3, Canadian Freight Classification 19, C.T.C. 983 and the interpretation of the terms, "Loose, Bulk and Packages", as applied to that classification.
- File 29159.675.*—Application of Mr. Gabriel M. Proulx, Montreal, Que., for telephone service.
- File 3574.496.*—Application of Mr. Robert H. Smithrim, Trenton, Ont., requesting telephone service for Mr. Floyd A. Kennedy at Smithfield, Ont.
- File 4214.1576.*—Application of Mr. Zephir Scalabrini, Ste. Edwidge, Que., concerning the delay in handling of express shipments at Coaticook, Que.
- File 3574.497.*—Application of Mr. Guy Duquet, St. Augustin, Deux Monts, Que., for telephone service.
- File 3574.498.*—Application of Mr. F. A. Ziegler, Monk's Hall Farm, Milner, B.C., regarding charge for telephone service.
- File 35223.1115.*—Application of Canadian National Railways for approval of conditions on contracts which restrict and limit the liability of the Company with respect to carriage of passengers and vehicles between Borden, P.E.I., and Cape Tormentine, N.B.
- File 45235.*—Application of Mr. J. Watson MacNaught, K.C., M.P., Summerside, P.E.I., and resolution of the Alberton and West Prince Board of Trade, P.E.I., with respect to elimination of what is described as the outside zone in Prince Edward Island with regard to freight rates.
- File 29159.676.*—Application of Miss M. A. Durivage, Montreal, Que., for telephone service.
- File 27007.*—Enquiry of Mr. Abraham Asoyuf, Newcastle, N.B., concerning carload rate on building brick from Newcastle, N.B., to Halifax, N.S.
- File 4214.1577.*—Application of Mr. A. H. Sakier, New York, N.Y., concerning charge of \$1.50 collected on a parcel of clothing shipped from St. Agathe, Que., to New York.
- File 10041.121.1.*—Application of Trans-Canada Air Lines for approval of Tariff T.C.A. No. 3, C.T.C. No. 3, publishing revised rates to be charged for radio-telegraph messages between airport radio stations of T.C.A. and other aircraft and ground radio stations not owned and operated by T.C.A.
- File 2787.28.*—Application of Mr. Gerard E. Cote, Ste. Therese de Blainville, Que., concerning commutation fares between Montreal and points beyond Ste. Therese.



- File 42082.33.*—Application of Charles Sanders, Yellowknife, N.W.T., for approval of Standard Freight Tariff C.T.C. No. 1.
- File 3678.34.*—Application of the Montreal Shipping Company Limited, alleging discrimination with respect to through bills of lading.
- File 42344.4.*—Application of the Canadian Pacific and Canadian National Railways for authority to increase international sleeping car rates.
- File 42344.12.*—Application of Shaw Steamship Company, concerning joint through rates with inland water carriers.
- File 39422.2.*—Application of the Canadian Freight Association and Canadian Passenger Association in the matter of increased International Rates and Charges—1947.
- File 44482.1.*—Application of the North American Export Grain Association, Inc., New York, N.Y., with respect to increased export grain rates.
- File 3574.351.2.*—Application of Mr. Leo Monaghan, Secretary-Treasurer of the Municipality of St. Dunstan, Que., concerning telephone service at Lake Beauport, Que.
- File 44482.1.*—Application of the Canadian Wholesale Grocers' Association, Hamilton, Ont., and the Fisheries Council of Canada, Ottawa, Ont., with reference to proposed increase in rates, effective November 1, 1947, on canned salmon, from British Columbia coast points.
- File 29159.677.*—Application of Mr. A. Guenette, Montreal, Que., for telephone service.
- File 3574.499.*—Application of Mrs. E. Levett, Hamilton, Ont., for telephone service.
- File 3574.430.*—Application of Mrs. George A. Furler, Winona, Ont., for telephone service.
- File 38503.*—Resolution adopted by the Board of Trade of New Richmond, Que., concerning rates of the Bonaventure and Gaspé Telephone Company.
- File 43723.*—Application of Mr. Gleason Belzile, M.P., concerning complaint of the Junior Board of Trade of Rimouski and other petitioners that preferential rates are in force with respect to other points in the Province of Quebec.
- File 26848.28.*—Application of Mr. A. D. Selik, Montreal, Que., with respect to through rate on grapefruit, carloads, from New Orelans, La., to Montreal, Que.
- File 45316.*—Application of the Brantford Cordage Company, Ltd., Brantford, Ont., for an Order of the Board directing the Canadian National Railways to establish the same rate on sisal carloads from Montreal to Brantford as that in effect from Montreal to Welland.
- File 27008.38.*—Application of Mr. F. A. Roberts, Lethbridge, Alta., concerning extra charge for excess valuation of passengers' baggage carried by the railways.
- File 45320.*—Complaint of Messrs. Geo. Dansereau & Fils Ltee., that removal of Canadian National Railways' tracks between Cushing Junction and St. Jerome, Que., creates unfavourable rate conditions with respect to shipments which formerly moved over the abandoned track.
- File 2030.4.*—Application of British Yukon Railway & British Columbia Yukon Railway for approval of Standard Passenger Tariff C.T.C. No. 59.
- File 32560.*—Application of Mr. J. C. Walker, President, British Columbia Poultry Producers' Association, concerning rates from the Newton Exchange of the B.C. Telephone Company.
- File 3574.500.*—Application of Mr. Jean Cardinal, Verdun, Que., for telephone service.
- File 29159.678.*—Application of Miss Marie Therese Sylvain, Montreal, Que., for telephone service.
- File 45346.*—Application of Commodity Prices Stabilization Corporation, Ltd., concerning rates on vegetable and whale oil from Montreal and Sorel to Toronto and Hamilton.
- File 22589.73.*—Application of Mr. E. C. Drulard, St. Thomas, Ont., concerning refund on unused portion of round-trip railway passenger ticket.
- File 45357.*—Application of the Mayor of Saskatoon, Sask., concerning an adjustment in freight rates on fuel oil from Western Canada to points in Eastern Canada.
- File 25705.19.*—Application of Alsip Brick, Tile & Lumber Co. Ltd., with respect to rate on gravel and sand from Beausejour to Winnipeg.

## TRAFFIC ORDERS, 1947

- Order 68413, January 7.*—Approving under Maritime Freight Rates Act, tolls published in tariffs filed by Canadian Freight Association under Section 3.
- Order 68414, January 7.*—Approving under Maritime Freight Rates Act, tolls published in tariffs filed by Canadian Freight Association under Sec. 3.
- Order 68424, January 9.*—Approving under Maritime Freight Rates Act, tolls published in tariffs filed by Canadian National Railways under Sec. 3.

- Order 68435, January 10.* Approving under Maritime Freight Rates Act, tolls published in tariffs filed by Temiscouata Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68438, January 10.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and the Henri Gareau Telephone Co.
- Order 68439, January 11.*—Approving under Maritime Freight Rates Act, tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68441, January 11.*—Approving Service Station Contract between the Bell Telephone Company and Keward Rural Telephone Co., Ltd.
- Order 68442, January 11.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and Keward Rural Telephone Co., Ltd.
- Order 68443, January 16.*—Directing, that an investigation be instituted into and concerning the tolls, rules, regulations and practices of water carrier licensees within the watershed of the Mackenzie River.
- Order 68449, January 14.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and the Westport Telephone Co. Ltd.
- Order 68450, January 14.*—Approving Traffic Agreement between the Bell Telephone Company and Sharbot Lake & Parham Telephone System.
- Order 68453, January 14.*—Approving Traffic Agreement between the Bell Telephone Company and Arden Telephone System.
- Order 68454, January 14.*—Approving Supplement 2 to Traffic Agreement between the Bell Telephone Company and Arden & Parham Telephone System.
- Order 68465, January 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.N.R. under Sec. 3.
- Order 68483, January 21.*—Approving Northern Alberta Railways Standard Local Freight Distance Class Tariff C.T.C. No. 118.
- Order 68489, January 21.*—Approving revised sheets of the British Columbia Telephone Company's tariff C.T.C. No. 25 as listed in filing advice No. 167.
- Order 68502, January 22.* Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 68503, January 22.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68505, January 23.*—Approving Supplements 1 to Agreed Charge Tariffs C.T.C. (A.C.) 14 and 24, which cancel the participation of the parties thereto with respect to the Agreed Charge on petroleum products from Montreal, Quebec, to Hull, Quebec, and Ottawa, Ont.
- Order 68509, January 24.*—Approving Supplement 2 to Traffic Agreement between the Bell Telephone Company and South Bruce Rural Telephone Company, Ltd.
- Order 68545, January 30.*—Directing, upon the application of Champlain Oil Products, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charges approved by Order No. 68072, dated October 25, 1946, for the transportation of petroleum products, shipped by the Applicant from Montreal East, Que., to Ottawa, Ont.
- Order 68549, January 31.*—Directing, how the official Distance Tables of licensed water carriers within the Mackenzie River Watershed shall be computed between each port or place.
- Order 68551, February 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Railways under Sec. 3.
- Order 68557, February 3.*—Authorizing issuing of Licence No. C.T.C. (W.T. 146) to Georgian Bay Tourist Co. of Midland, Ont.
- Order 68562, February 5.*—Directing, that Canadian National Railways' Special Local Passenger Tariff E. 174-9, C.T.C. No. 3094, with respect to charges for the transportation of motor trucks on the car ferry plying between Borden, P.E.I., and Cape Tormentine, N.B., be amended.
- Order 68564, February 5.*—Approval of Agreed Charges on petroleum products for Imperial Oil, Limited, McColl-Frontenac Oil Company, Ltd., and North Star Oil, Ltd., from Calgary, Alta., to points in the Provinces of Alberta and Saskatchewan.
- Order 68566, February 7.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 149 to Canada Steamship Lines, Ltd.
- Order 68574, February 7.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 147 to Sarnia Steamships Ltd.
- Order 68575, February 7.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 150 to Canada Steamship Lines, Ltd.

- Order 68576, February 7.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 148 to Colonial Steamships, Ltd.
- Order 68583, February 8.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 152 to Canadian Pacific Railway Company.
- Order 68584, February 8.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 151 to McInnes Products Corporation, Ltd.
- Order 68591, February 10.*—Amending Order No. 67613, dated July 10, 1946, and authorizing the inclusion of certain vessels in Licence No. C.T.C. (W.T.) 143 issued to Yellowknife Transportation Co. Ltd.
- Order 68594, February 13.*—Declaring that the Board has jurisdiction to enquire into and hear and determine the application of The Railway Association of Canada, on behalf of its member railway companies, for authority to make a general increase in tolls and freight rates and to grant the relief sought, and dismissing motion of respondents, that the Board had no jurisdiction and asking for a stated case for the opinion of the Supreme Court of Canada.
- Order 68598, February 14.*—Approving Appendix "A" to traffic agreement between the Bell Telephone Company and the City of Fort William, Ont.
- Order 68599, February 15.*—Approving Service Station Contract between the Bell Telephone Company and Government Telegraph Service, Dept. of Public Works.
- Order 68600, February 15.*—Approving Service Station Contract between the Bell Telephone Company and T. F. Ahearn and Mrs. J. D. Burger.
- Order 68601, February 17.*—Approving Appendix "A" to traffic agreement between the Bell Telephone Company and South Elmsley Rural Telephone Co., Ltd.
- Order 68602, February 17.*—Approving Supplement 2 to traffic agreement between the Bell Telephone Company and Le Telephone Milot.
- Order 68609, February 17.*—Directing, upon the application of Hales H. Ross and Sons Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of lumber and forest products shipped by the applicants from Medicine Lodge and Athabasca, Alta.
- Order 68613, February 17.*—Approving traffic agreement between the Bell Telephone Company and the Canadian International Paper Co.
- Order 68619, February 19.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 153 to Northern Transportation Company, Ltd.
- Order 68621, February 19.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 154 to Northwest Steamships Limited.
- Order 68627, February 20.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Railways under Sec. 3.
- Order 68630, February 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68665, February 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Railways under Sec. 3.
- Order 68670, February 23.*—Approving Appendix "A" to traffic agreement between the Bell Telephone Company and Le Telephone Guevrement.
- Order 68671, March 1.*—Approving Appendix "A" to traffic agreement between the Bell Telephone Company and Le Telephone Milot.
- Order 68672, March 1.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 155 to Ontario Car Ferry Company, Ltd.
- Order 68674, March 1.*—Approving Appendix "A" to traffic agreement between the Bell Telephone Company and Le Systeme de Telephone Larocque.
- Order 68701, March 11.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68702, March 11.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68703, March 11.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68704, March 11.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68712, March 12.*—Approving Supplement 15 to Express Classification for Canada No. 8.



- Order 68720, March 13.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 156 to Yellowknife Transportation Co. Ltd.
- Order 68722, March 14.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 157 to Upper Lakes and St. Lawrence Transportation Co. Ltd.
- Order 68727, March 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68728, March 18.*—Directing, upon the application of Champlain Oil Products, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order No. 68072, dated October 25, 1946, for the transportation of petroleum products from Hochelaga, Que., Montreal East, Que., and Montreal (Moreau Street), Que., to Hull, Que., and Ottawa, Ont., and rescinds Order No. 68545, dated January 30, 1947.
- Order 68733, March 17.*—Authorizing issuing of Licence C.T.C. (W.T.) 158 to Niagara, St. Catharines & Toronto Railway Co.
- Order 68734, March 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Co. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68749, March 22.*—Approving Traffic Agreement between the Bell Telephone Company and Telephone d'Harricana et Gatineau, Limitee.
- Order 68753, March 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68756, March 26.*—Prescribing, for the observance of railway and express companies subject to the Board's jurisdiction, regulations governing maximum loading of freight cars and special penalties charged for delay to cars.
- Order 68768, March 20.*—Directing, Bell Telephone Company to continue to provide two existing connections with La Ligne Telephonique des Cultivateurs de la Province de Quebec on east side of Yamaska River near St. Hyacinthe; to grant an additional connection to the said company with its lines between St. Simon and St. Hyacinthe; also, setting forth terms and conditions for traffic interchanged between the two companies.
- Order 68780, April 1.*—Approving revised sheets of Bell Telephone Company's Tariff C.T.C. No. 6668 as listed in Filing Advice No. 3278.
- Order 68781, April 1.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 159 to the Abitibi Navigation Company, Ltd.
- Order 68784, April 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68785, April 1.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 68788, April 8.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Co. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68792, April 8.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68796, April 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway Co. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68805, April 10.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and Masham Telephone Company.
- Order 68806, April 10.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and Lambton Telephone Company.
- Order 68809, April 9.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and Commissioners for Telephone System of Municipality of Township of Moore.
- Order 68815, April 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68818, April 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by C.P.R. under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68819, April 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes.
- Order 68820, April 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.



- Order 68822, April 15.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 160 to the Hudson's Bay Company.
- Order 68823, April 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3 and certifying the Dominion Atlantic Railway Company's proportion of the normal tolls under Sec. 9.
- Order 68824, April 15.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 161 to the Hudson's Bay Company.
- Order 68840, April 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68844, April 19.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and Rupert and North Wakefield Telephone Co. Ltd.
- Order 68869, April 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68899, May 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68905, May 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68906, May 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68907, May 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68909, May 5.*—Approving Service Station Agreement between the Bell Telephone Company and The Rupert and North Wakefield Telephone Company, Ltd.
- Order 68926, May 8.*—Approving revised sheets of British Columbia Telephone Company's Tariff C.T.C. No. 25 as listed in Filing Advice No. 170 dated April 30, 1947.
- Order 68970, May 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 68971, May 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68974, May 19.*—Approving Supplement 1 to Traffic Agreement between the Bell Telephone Company and The Lake of Bays and Haliburton Telephone Co. Ltd.
- Order 68975, May 19.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and The Lake of Bays and Haliburton Telephone Co. Ltd.
- Order 68977, May 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68980, May 19.*—Amending Order No. 68824, dated April 15, 1947, by adding to the ships therein listed the "M.S. Pelican Rapids."
- Order 68988, May 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Sydney & Louisburg Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68989, May 21.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 68994, May 22.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone de St. Gregoire.
- Order 69007, May 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69008, May 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69026, May 28.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69036, May 30.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and Champlain Point Telephone Co. Ltd.
- Order 69050, June 5.*—Approving Hudson's Bay Company Standard Freight Tariff C.T.C. No. F-5.
- Order 69068, June 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.

- Order 69072, June 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69076, June 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69092, June 13.*—Approving resolution of Chesapeake and Ohio Railway Co. authorizing the General Freight Agent and General Passenger Agent to prepare and issue tariffs of tolls.
- Order 69116, June 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 69117, June 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69122, June 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69128, June 20.*—Approving Standard Passenger Tariff C.T.C. No. P-4 of the Hudson's Bay Company.
- Order 69136, June 24.*—Approving revised sheets of the Bell Telephone Company's tariffs C.T.C. Nos. 6525, 6652 and 6668 as listed in Filing Advice No. 3313.
- Order 69139, June 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 69144, June 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69145, June 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69152, June 26.*—Approving Supplement 4 to Agreed Charge Tariff C.T.C. (A.C.) No. 11 on Petroleum Products, containing an amendment to Condition No. 1 (b) of Agreed Charge.
- Order 69171, July 2.*—Amending Order 68720 dated March 13, 1947, by adding certain ships to the licence of Yellowknife Transportation Company.
- Order 69172, July 2.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and Rama-Mara Telephone Co., Ltd.
- Order 69182, July 3.*—Adding the name of Peter Pitts of Elphinstone, Man., to Agreed Charge Tariff C.T.C. (A.C.) No. 18 for the transportation of eggs to Winnipeg, Man.
- Order 69191, July 5.*—Approving Supplement 14 to Canadian Freight Classification No. 19.
- Order 69198, July 8.*—Approving revised sheets of the Bell Telephone Company's tariff C.T.C. No. 6668 as listed in filing advice No. 3316.
- Order 69201, July 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9 and certifying normal tolls for reimbursement purposes.
- Order 69206, July 11.*—Adding the name of Dominion Fruit & Produce Co. to Agreed Charge Tariff C.T.C. (A.C.) No. 18 for the transportation of eggs from Maryfield, Sask.
- Order 69207, July 11.*—Directing, upon the application of The Imperial Lumber Company, Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of lumber and forest products shipped by the applicant from Imperial Spur, Mile 137.5, located 1.7 miles south of Pithblirie, Alta., and from Philomena, Alta.
- Order 69218, July 12.*—Approving Standard Freight Tariff C.T.C. No. 5 of the Yellowknife Transportation Co. Ltd.
- Order 69219, July 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian National Railways under Sections 3 and 9, and certifying Canadian Pacific Railway proportion of normal tolls for reimbursement purposes under Section 9.
- Order 69220, July 15.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sections 3 and 9, and certifying normal tolls for reimbursement purposes under Section 9.
- Order 69227, July 17.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Section 3.
- Order 69254, July 22.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and Whithoff Telephone Company, Ltd.

- Order 69255, July 22.*—Approving Traffic Agreement between the Bell Telephone Company and La Compagnie de St. Evariste.
- Order 69265, July 25.*—Approving McInnes Products Corporation Standard Freight Tariff C.T.C. No. 3.
- Order 69327, July 25.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Section 3.
- Order 69305, July 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Sec. 3.
- Order 69327, August 6.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69338, August 7.*—Directing, upon the application of the Imperial Lumber Co. Ltd., the fixing of charges upon the same basis and subject to the same conditions as the Agreed Charge approved by Order 59787, dated October 18, 1940, for the transportation of lumber and forest products shipped by the applicant from Edson, Alta.
- Order 69349, August 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Ry., under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69352, August 12.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 162 to Charles Sanders, Yellowknife, N.W.T.
- Order 69360, August 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69364, August 18.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and East Luther Telephone System.
- Order 69365, August 18.*—Approving Service Station Contract between the Bell Telephone Company and The Browning Island Telephone Line.
- Order 69366, August 18.*—Approving Supplement 1 to Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone de Victoriaville.
- Order 69381, Aug. 22.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway, under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69394, August 26.*—Approving Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone St. Valere de Bulstrode.
- Order 69395, August 26.*—Approving Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone de St. Rosaire.
- Order 69401, August 26.*—Approving Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone Locale de St. Albert de Warwick.
- Order 69421, August 29.*—Approving conditions on Canadian National Railways contracts which restrict and limit the liability of the Company with respect to carriage of passengers and vehicles between Borden, P.E.I., and Cape Tormentine, N.B.
- Order 69426, September 2.*—Approving Traffic Agreement between the Bell Telephone Company and Le Telephone Somerset Inc.
- Order 69427, September 2.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway, under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69435, September 2.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and Le Reseau Telephone, Shawinigan Valley.
- Order 69436, September 2.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and Robert Laforest (Proprietaire La Cie Telephonique Lauzon).
- Order 69437, September 2.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone de Becancour.
- Order 69448, September 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69449, September 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway, under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69450, September 4.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway, under Section 9, and certifying normal tolls for reimbursement purposes.
- Order 69453, September 4.*—Authorizing issuing of Licence No. C.T.C. (W.T.) 163 to British Columbia Mackenzie Navigation Co. Ltd.
- Order 69465, September 9.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone Nationale.
- Order 69466, September 9.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Rys., under Section 3.



- Order 69467, September 9.*—Approving Standard Freight Tariff C.T.C. No. 1 of Charles Sanders on lumber from ports on Great Slave Lake to Yellowknife, N.W.T.
- Order 69475, September 12.*—Approving Appendix "A" and Supplement 2 to Traffic Agreement between the Bell Telephone Company and Sharbot Lake and Parham Telephone System.
- Order 69478, September 12.*—Approving Service Station Contract between the Bell Telephone Company and the Corporation of the Township of Hay.
- Order 69520, September 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69526, September 23.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Freight Association under Sections 3 and 9 and certifying normal tolls for reimbursement purposes under Section 9.
- Order 69557, September 30.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69570, October 8.*—Authorizing increases in through rates and charges on freight traffic between the United States and Canada, also between points in the United States through Canada, to conform (with some exceptions) to increases granted by the Interstate Commerce Commission in Ex Parte No. 166, to carriers operating in the United States; also, authorizing increases in import and export freight rates between Canadian points and Canadian, St. Lawrence, Atlantic and Pacific ports to extent necessary to maintain parity with rates to and from United States ports; for similar adjustment in tariffs applicable on traffic to and from Newfoundland and the Islands of St. Pierre and Miquelon to maintain such relationship or parity.
- Order 69573, October 6.*—Approving Supplement 2 to Traffic Agreement between the Bell Telephone Company and the Arden Telephone System.
- Order 69574, October 6.*—Approving Traffic Agreement between the Bell Telephone Company and the Arden Telephone System.
- Order 69577, October 4.*—Approving the conditions to be printed on Canadian National Railways tickets for the carriage of Banana Messengers.
- Order 69603, October 14.*—Approving Supplement 2 to Traffic Agreement between the Bell Telephone Company and the Ingersoll Telephone Company.
- Order 69607, October 14.*—Approving Supplement 3 to Traffic Agreement between the Bell Telephone Company and the Nissouri Telephone Company.
- Order 69612, October 17.*—Suspending, until further order of the Board, tariff schedules covering increases in truck and water competitive rates.
- Order 69618, October 16.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and the Kaladar and Northern Telephone System.
- Order 69619, October 16.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and the Fretts and Brisco Telephone Co. Ltd.
- Order 69652, October 23.*—Amending Item No. 79 of Canadian Freight Association Tariff No. 67, C.T.C. No. 1416, by striking out the words "Corn Syrup, Corn Starch, Corn Oil and Glucose," in the first line thereof and substituting the words, "Corn Syrup, Corn and Wheat Starch, Corn Oil, Corn Sugar, Dextrine and Glucose."
- Order 69701, November 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway, under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69702, November 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Railway under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69705, November 4.*—Approving Traffic Agreement between the Bell Telephone Company and the Guest Telephone Company.
- Order 69707, November 4.*—Approving Supplement 2 to Traffic Agreement between the Bell Telephone Company and the Calabogie and Renfrew Telephone Association.
- Order 69709, November 5.*—Approving under the Maritime Freight Rates Act tolls published in tariffs filed by Temiscouata Railway under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69710, November 5.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Temiscouata Railway under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69735, November 8.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone de la Petite Nation.
- Order 69741, November 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69750, November 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.



- Order 69757, November 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69759, November 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69760, November 14.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways, under Sec. 3.
- Order 69779, November 18.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Rys., under Sec. 3.
- Order 69787, November 19.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway, under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69814, November 26.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway, under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69824, November 28.*—Approving Appendix "A" and Supplement 3 to Traffic Agreement between the Bell Telephone Company and the West Williams Rural Telephone Association, Ltd.
- Order 69825, November 28.*—Approving Supplement 1 to Service Station Contract between the Bell Telephone Company and the Section Telephone System.
- Order 69839, November 29.*—Approving British Yukon Railway Standard Passenger Tariff C.T.C. No. 59.
- Order 69844, November 29.*—Approving Supplement 1 to Memorandum of Agreement between the Bell Telephone Company and K. W. Biglow Lumber Company.
- Order 69848, December 2.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and the Dunfield Electric.
- Order 69849, December 2.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway, under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69852, December 2.*—Approving Supplement 4 to Traffic Agreement between the Bell Telephone Company and the Mississippi Telephone Company.
- Order 69853, December 2.*—Approving Service Station Contract between the Bell Telephone Company and the Mississippi Telephone Company, Ltd.
- Order 69854, December 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Dominion Atlantic Railway under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69855, December 3.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian Pacific Railway under Section 9, and certifying normal tolls for reimbursement purposes.
- Order 69864, December 4.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone de St. Ephrem de Bagot.
- Order 69882, December 9.*—Directing that the Agreed Charge approved by Order No. 59714, dated October 2, 1940, be fixed for the transport of petroleum products set out in Paragraph "B" of the said Agreed Charge, by railway companies parties thereto, from the marine terminal (when established) of Imperial Oil Limited at Chicoutimi, Que., to railway stations and/or destinations in the Province of Quebec.
- Order 69891, December 10.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Temiscouata Railway under Sec. 9, and certifying normal tolls for reimbursement purposes.
- Order 69905, December 12.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by Canadian National Railways under Section 3.
- Order 69912, December 15.*—Approving Appendix "A" to Traffic Agreement between the Bell Telephone Company and Long Lac Telephones Limited.
- Order 69926, December 15.*—Approving Supplement 5 to Service Station Contract between the Bell Telephone Company and the Crediton Rural Telephone System.
- Order 69970, December 23.*—Approving Supplement 2 to Traffic Agreement between the Bell Telephone Company and La Compagnie de Telephone de Stanfold.
- Order 69980, December 29.*—Approving Traffic Agreement between the Bell Telephone Company and the Blanshard Municipal Telephone System.
- Order 69982, December 31.*—Ordering that subject to all the terms of Order No. 69570, dated October 8, 1947, tariffs may be filed with the Board on not less than five days' notice to effect adjustment of rates and charges to the basis further authorized by the Interstate Commerce Commission.

*Order 69986, December 29.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Freight Association under Sections 3 and 9, and certifying normal tolls for reimbursement purposes.

*Order 69987, December 29.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Canadian Pacific Railway under Sec. 9, and certifying normal tolls for reimbursement purposes.

*Order 69988, December 29.*—Approving under Maritime Freight Rates Act tolls published in tariffs filed by the Temiscouata Railway under Section 9, and certifying normal tolls for reimbursement purposes.

In submitting the above Report, I wish to merely add thereto that during the year 1947, I attended the Hearings in Ottawa and at other points in Canada, where sittings of the Board took place in respect of the Railways' application for a general increase in freight rates.

This involved one hundred and fifty days of actual hearing, but of course, also involved additional time in travelling and various conferences which were a necessary part of this work.

W. E. CAMPBELL,

*Director.*

OTTAWA, January 17, 1948.

## APPENDIX "D"

January 29, 1948.

The Secretary,  
Board of Transport Commissioners for Canada,  
Ottawa, Ontario.

Dear Sir:—

I submit herewith my Annual Report and information regarding the work of the Engineering Branch of the Board during the past year, and attach herewith details and summarized statement of works of the Engineering Department during the year 1947.

D. G. KILBURN,  
*Director of Engineering.*

## INTERLOCKING PLANTS, AND CHANGES TO PLANTS AND SIGNALS

Recommendations were made in connection with changes to 31 interlocking plants, and 33 interlocking plants were inspected in connection with Operating Orders.

When applications are made by the railways for approval of plans, covering the installation of, and changes to, signals and interlocked switches at diamond crossings, bridges, or junctions, a thorough check of track and signal plant is made to ensure that the plant is designed to provide full protection for all train movements through the interlocking, with signals and switches so arranged and interlocked mechanically, electrically, or both, to prevent trains from receiving conflicting indications.

Before the plants were placed in service, the Board's Engineer made a check in the field in all cases to ensure that circuits were installed in accordance with approved plan, and that the signals and switches functioned as intended. Recommendation was made to the Board in all cases in connection with the necessary Operating Order before the plants were put in operation.

## PROTECTION AT HIGHWAY CROSSINGS BY WIG-WAGS AND BELLS, FLASHING LIGHT SIGNALS AND BELLS, AND ELECTRIC GATES

During the year there were 61 installations of automatic protection at railway crossings, in addition to some 29 cases of circuit improvement in connection with existing protective devices.

Applications for automatic protection at railway highway level crossings are made by Municipal and Provincial Highway Authorities, sometimes by the Railways. Other cases are brought to the Board's attention by the officers of the Board. All applications do not result in installation of the protection applied for, but in the majority of cases all applications entail an inspection by an Engineer of the Board and his report for the Board's decision.

In the case of all installations the Board's Engineers made inspections and conducted a thorough test to ascertain if the installation had been made in accordance with the approved practice and plans, and if the protection was working in a satisfactory manner. An audit of all costs of protection installed was made by an Engineer of the Board. This involved the checking of all items of labour, material, as well as the original invoices. Recommendation was then made in connection with payment from the Railway Grade Crossing Fund, or special fund.



There were many inspections made during the year in connection with applications for highway crossing protection which did not result in installation, since as a result of the inspection it was found that conditions did not warrant the protection applied for.

#### HIGHWAY CROSSINGS OPENED, CLOSED, AND HIGHWAY DIVERSIONS

There were 82 new highway crossings opened during the year and 24 closed, together with 8 highway diversions. The highway crossings opened involved cases where the railway companies wished to extend their tracks across the existing public ways, and where Municipal and Highway Authorities desired to cross existing tracks by new, or diverted, highways.

Plans and profiles of the proposed crossings were carefully examined by Engineers of the Board, in order to endeavour to eliminate any objectionable features, such as obstruction to view, grades of approach, etc., and to bring about the safest possible travel conditions. A great many of the cases applied for required an examination on the ground, and recommendations were made following the inspections. Inspections were made in connection with highway diversions to eliminate wherever possible existing railway crossings.

#### BRIDGES

During the year there were 42 bridges and subways approved for construction and reconstruction. The use of heavier motive power has made it necessary to carry out various works capable of safely carrying the heavier rolling stock at speeds greatly in excess of those in existence some years ago. This involves strengthening and reconstruction of bridges and culverts. The plans in connection with these structures were all submitted and were examined by an Engineer of the Board, and recommendation was made to the Board in connection therewith. After the structures were completed, examinations were made in all cases by an Engineer of the Board to ascertain if the structures were built according to the approved plan and safe for the carriage of traffic.

In addition to the above, inspections were made of 205 bridges for safety of operation and recommendations made for an Order of the Board authorizing the railway companies to operate over them.

#### OPERATION OF BRANCH LINES AND INDUSTRIAL SPURS

The Engineering Department examined applications and plans in connection with operation over industrial spurs, and recommendations were made for 86 approving Orders.

#### MAINTENANCE OF TRACK AND STRUCTURES

One of the important duties of the Engineering Department of the Board is the inspection of track conditions to ensure safety of travel over approximately 56,000 miles of railway trackage in Canada under the Board's jurisdiction. The Board's engineers throughout the year travelled over and inspected all the Main Lines of railway and a considerable mileage of branch lines, to ensure the safety of track for public travel. Particularly close and intensive examination was made of any Subdivision where any accident took place to ensure that standard practice and standard precautions had been taken, and the trackage was being properly maintained.

#### TUNNELS, WATER, GAS, SEWER PIPES, UNDERGROUND MINE WORKINGS

In addition to the inspections enumerated above, plans were examined in connection with applications for water, gas and sewer pipes passing under the railways. In a number of cases these involved an inspection in the field. Plans were also examined in connection with applications for mining tunnels, and inspections made with regard to the safety of travel through them.



A number of applications were received in connection with underground workings closely approaching the railway right-of-way, and examinations and recommendations were made to ensure every safety precaution for the Board's consideration in issuing Order.

#### RAILWAY GRADE CROSSING FUND, AND SPECIAL VOTES

In accordance with the provisions of sub-section (5) of Section 262 of the Railway Act, 1909, provision was made that the sum of \$200,000 each year, for ten consecutive years from the first day of April, 1909, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety, and convenience of the public in respect of highway crossings of railways at rail level, in existence on the first day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund", to be applied by the Board, subject to certain limitations set out in the Act, and amending Acts, solely towards the cost (not including that of maintenance and operation), of actual construction work for the purpose specified. In 1919, the same sum was voted for another ten years and again in 1929.

In 1947 the sum of \$200,000 a year was voted for a period of ten years.

An amount of \$500,000.00 was transferred to the Railway Grade Crossing Fund from the Unemployment Relief Fund, 1930, and \$500,000.00 from the Unemployment and Farm Relief Fund 1931-1932; \$500,000.00 by special vote of Parliament in 1934. In 1938, \$300,000.00 was placed in the Railway Grade Crossing Fund in addition to the usual \$200,000.00 and \$500,000.00 was placed in the Railway Grade Crossing Fund by special vote in 1939; \$1,000,000.00 by the Public Works Construction Act, 1935; \$1,000,000.00 by Vote 420, Special Supplementary Estimates, 1936-37; Vote 357, Special Supplementary Estimates, 1937-38; \$1,064,000.00, Vote 630, Supplementary Estimates 1938-39, provided \$1,000,000.00, and Vote 585, Supplementary Estimates 1939-40, provided \$1,000,000.00, making the total provided to the end of the year 1947 of \$13,564,000.00. Out of these funds the sum of \$11,837,723.89 has already been paid.

The funds voted to the Railway Grade Crossing Fund are accumulative, whereas the money provided by the Special Votes had to be committed to projects by the end of the current fiscal year, when the vote elapsed, and funds not already committed were no longer available.

Expenditures from the Railway Grade Crossing Fund were low during the War years due to labour and material being directed to War purposes, and recommendations were only made for protection at highway crossings when absolutely necessary at the time.

In 1928, the Railway Act was amended by Chapter 43, 18-19 George V, and provision was made that in the case of any one crossing the total amount of money to be applied by the Board out of the Railway Grade Crossing Fund, in providing protection, safety and convenience for the public, shall not exceed 40 per cent of the cost of the actual construction work, and in no case shall the contribution exceed \$100,000.00 Under the terms of the Public Works Construction Act, 1935, Vote 420 of the Special Supplementary Estimates, 1936-37; Vote 357 of the Special Supplementary Estimates, 1937-38; Vote 630 Supplementary Estimates, 1938-39; and Vote 585 Supplementary Estimates, 1939-40; grants could be made up to 100 per cent of the cost of construction out of the funds provided under those Acts. Following statements show the distribution of funds provided for the protection of highways crossing railways from 1909, when the first grant was made, to December 31, 1947.

The Engineering Department wishes to express its appreciation of the co-operation extended to it at all times during the past year by officials and Engineers of the Provincial Highways Departments, Municipalities and Railways.

STATEMENT SHOWING TOTAL AMOUNT PAID FOR WORK DONE IN THE DIFFERENT PROVINCES OUT OF THE RAILWAY GRADE CROSSING FUND AND SPECIAL VOTES  
—PERCENTAGE OF TOTAL EXPENDITURE IN EACH PROVINCE, AND PERCENTAGE OF POPULATION OF CANADA IN EACH PROVINCE, 1909 TO DECEMBER 31, 1947

Province	Total expenditure from the different Votes	Percentage of total amount of expenditure	Population of Province	Percentage of population of Canada
	\$ cts.			
British Columbia.....	774,169 53	6.54	817,861	7.11
Alberta.....	393,474 69	3.32	796,169	6.93
Saskatchewan.....	639,711 37	5.40	895,992	7.80
Manitoba.....	346,774 45	2.93	729,744	6.35
Ontario.....	5,901,902 65	49.86	3,787,655	32.97
Quebec.....	2,737,120.76	23.13	3,331,882	29.00
New Brunswick.....	300,329 37	2.54	457,401	3.98
Nova Scotia.....	721,480 45	6.09	577,962	5.03
Prince Edward Island.....	22,760 62	0.19	95,047	0.83
Total.....	11,837,723 89	100	11,489,713	100

ENGINEERING DEPARTMENT,  
JANUARY 5, 1948.

## EXPENDITURES FOR PROTECTION AT HIGHWAY CROSSING

1909 TO DECEMBER 31, 1947

Province	Grade Crossing Fund	Percentage of Total	Provinces and Municipalities	Percentage of Total	Railway	Percentage of Total	Total
	\$ cts.		\$ cts.		\$ cts.		\$ cts.
British Columbia.....	774,169 53	39.86	754,582 98	38.81	413,304 31	21.33	1,942,056 82
Alberta.....	393,474 69	32.42	417,161 82	34.36	403,278 83	33.82	1,213,915 34
Saskatchewan.....	639,711 37	36.33	785,304 61	44.45	333,178 12	19.22	1,758,194 10
Manitoba.....	346,774 45	43.92	205,085 81	26.03	237,286 41	30.05	789,746 67
Ontario.....	5,901,902 65	20.38	9,351,710 19	32.29	13,704,696 96	47.33	28,958,309 80
Quebec.....	2,737,120 76	38.91	3,377,665 96	47.99	923,691 60	13.10	7,038,478 32
New Brunswick.....	300,329 37	44.94	205,942 13	30.81	162,073.82	24.25	668,345 32
Nova Scotia.....	721,480 45	46.59	596,270 17	38.00	251,192 60	15.41	1,568,943 22
Prince Edward Island.....	22,760 62	60.08	12,822 98	33.85	2,300 94	6.07	37,884 54
Total.....	11,837,723 89	26.92	15,707,146 65	35.72	16,431,003 59	37.36	43,975,874 13

The above figures include payments from the Railway Grade Crossing Fund and all other Votes for highway crossing protection.

ENGINEERING DEPARTMENT,

January 5, 1948.

## CONTRIBUTIONS FROM THE RAILWAY GRADE CROSSING FUND

Protection	Location	Railway	Per Cent	Con- tributions \$ cts.
Establish sight lines	Highway No. 19, West of Bothwell Station, Ont.	C.N.R.	40	56 00
Two flashing light signals (2) and one bell	Crossing at mileage 49-26 Windsor Subdivision—near Village of Belle River, Ont.	C.P.R.	40	1,960 00
Two flashing light signals (2) and one bell	Principal Street, Town of St. Laurent, Que.	C.N.R.	40	1,450 00
Highway Diversion closing one crossing	Southern Trans-Canada Highway at mile 123-25 Boundary Subdivision—Canadian Pacific Railway, B.C.	C.P.R.	40	24,000 00
Two flashing signals light (2) and bell	Crossing West of Debert Station, N.S.	C.N.R.	40	2,280 00
Two flashing light signals (2) and bell	Crossing West of Maccan Station, N.S.	C.N.R.	40	1,450 00
Two flashing light signals (2) and bell	Crossing just East of Station at Rosemere, Que.	C.P.R.	40	1,640 00
Two flashing light signals (2) and bell	Highway No. 35, near Nipawin, Sask.	C.P.R.	40	1,600 00
Two flashing light signals (2) and bell	Highway No. 23, between Lots 24 and 25, Concession 2, Wallace Township, Perth County, Ont.	C.N.R.	40	1,120 00
Two flashing light signals (2) and bell	Cote St. Luc Road, mileage 44-97 Adirondack Subdivision, Quebec.	C.P.R.	40	1,900 00
Two flashing light signals (2) and bell	107th Avenue, Edmonton, Alta.	C.N.R.	40	746 00
Two flashing light signals (2) and bell	Highway No. 30, Municipality of Wendover and Simpson, Quebec, mileage 90-89, Drummondville Subdivision.	C.N.R.	40	1,440 00
Two flashing light signals (2) and one bell	Eagle Street, Preston, Ont.	Grand River.	40	1,600 00
Wigwag in addition to existing bell and wigwag.	Douglas Avenue, one mile south of Ardley Station, B.C.	Great Northern	40	240 00
Flashing light signals (2) and one bell.	Horne Avenue, Mission, B.C.	C.P.R.	40	1,800 00
Short arm gates	Monkland Boulevard, Town of St. Laurent, Quebec.	C.N.R.	40	2,221 60
"No left turn" (2) signs connected with stop lights.	King Street and Kitson Road crossing Oshawa Railway, Oshawa, Ont.	Oshawa	40	2,160 00
Two flashing light signals and one bell	Beach Road, City of Hamilton, Ont.	T.H. & B.	40	1,320 00
Two flashing light signals (2) and one bell	Crossing highway in station yard at Breslau, Ont.	C.N.R.	40	2,000 00
Flashing light signals (2) and one bell.	Route 49 at mileage 52-57 Drummondville Subdivision at Manseau, Que.	C.N.R.	40	1,800 00
Flashing light signals (2) and one bell.	Douglas Ave., District of Burnaby, Ardley Station, B.C.	Great Northern	40	360 00
Flashing light signals (3) and one bell.	Ayr Road, Paris, Ont.	C.N.R.	40	2,720 00
Flashing light signals (2) and one bell.	Martin Street, Milton, Ont.	C.P.R.	40	1,300 00
Flashing light signals (2) and one bell.	Highway No. 39 at Highwater Station, Que.	C.P.R.	40	2,400 00
Flashing light signals (2) and one bell.	Crossing just north of Scotts Junction Station, Que.	Quebec Cent.	40	1,600 00
Flashing light signals (2) and one bell.	Market Street, Paris, Ont.	C.N.R.	40	1,520 00
Flashing light signals (2) and one bell.	Crossing between Concession 1 and 2, Township of Harwich, Ont.	N.Y.C.	40	1,140 00
Flashing light signals (2) and one bell.	Crossing Highway No. 8 in Township of Waterloo, mile 9-4 Waterloo Subdivision, Ont.	Grand River	40	2,720 00
Flashing light signals (2) and one bell.	Highbury Avenue, London, Ont.	C.N.R.	40	3,280 00





## CONSTRUCT AND RECONSTRUCT BRIDGES AND SUBWAYS

Footbridge over Canadian National Railways at Emerald Street, Hamilton, Ontario.

Canadian National Railways bridge over Ticouabe River, Quebec, Mile 44·6, Roberval Subdivision.

Great Northern Railway bridge No. 69—over Nicomekl River—near Crescent, British Columbia.

Overhead bridge over Canadian Pacific Railway in Section 35, Township 39, Range 27, West 4th Meridian, Alberta, Mile 13·0, Leduc Subdivision.

Canadian Pacific Railway bridge over White Mud River, Mile 93·0, Gladstone Subdivision, Manitoba.

Canadian National Railways bridges at mileage 3·75, 11·39 and 16·33 Barraute, Kiask Falls Line, Quebec.

Canadian National Railways bridge over Rosebud River at mileage 66·8 Drumheller Subdivision, Alberta.

Canadian National Railways bridge over Rosebud River, mileage 71·3 Drumheller Subdivision, Alberta.

Canadian Pacific Railway bridges at mileage 50·15, 50·05 and 50·06 La Riviere Subdivision, Manitoba.

Bridge over Kootenay River, Kootenay Central Railway (Canadian Pacific Railway) near Wasa, British Columbia.

Canadian Pacific Railway bridge over Little Current Channel between Goat and Manitoulin Islands, Ontario.

Bridge over Quebec Central Railway, mile 0·6, Quebec Subdivision, Quebec.

Canadian National Railways bridge over Jones Creek, mile 50·05 Yale Subdivision, British Columbia.

Canadian National Railways bridge over Cowichan River, mile 70·2 Cowichan Subdivision, British Columbia.

Canadian National Railways bridge at mileage 149·9 Brazeau Subdivision, Alberta.

Canadian National Railways bridge over Berry Creek, mileage 119·3 Oyen Subdivision, Alberta.

Canadian National Railways bridge over Solomon Creek, mileage 67·4 Brule Subdivision, Alberta.

Canadian National Railways bridge over Rosebud River, mileage 67·9, Drumheller Subdivision, Alberta.

Canadian National Railways bridge at Belmont Street, Montreal, Quebec.

Canadian National Railways bridge at mile 36·8 Letellier Subdivision, Manitoba.

Bridge over Niagara, St. Catharines and Toronto Railway at Queenston Street, St. Catharines, Ontario.

Canadian National Railways bridge over Boyne River, mile 146·0 Bala Subdivision, Ontario.

Canadian National Railways bridge over Catfish Creek, mile 11·9 Pine Falls Subdivision, Manitoba.

Bridge over Quebec Central Railway on Route No. 53, in Village of Anselme, County of Dorchester, Quebec.

Canadian National Railways bridge at mileage 15·0 Oba Subdivision, Ontario.

Canadian National Railways bridge over Tranquille Creek, mile 8·3 Ashcroft Subdivision, British Columbia.

Subway under Quebec Central Railway at Sharpe's Crossing, mile 66 Quebec Subdivision, Thetford Mines, Quebec.

Subway under Quebec Central Railway at Johnson's Crossing (Mooney Street), Thetford Mines, Quebec.

Canadian National Railways bridge over Rosebud River, mileage 75.4 Drumheller Subdivision, Alberta.

Algoma Central and Hudson Bay Railway Crossing Montreal River, 92 miles north of Sault Ste. Marie, Ontario.

Overhead bridge over Canadian Pacific Railway at mileage 115.85 Heron Bay Subdivision, Ontario.

Sidewalk on bridge over Canadian National Railways at Portage Road, Township of Stanford, Ontario.

Subway under Canadian National Railways at mile 115.4 Viking Subdivision, Alberta.

Highway bridge over Canadian Pacific Railway at mile 0.36 Okanagan Branch south of Sicamous, British Columbia.

#### APPROVAL OF OPERATION OVER AND UNDER BRIDGES

Bridges at mileage 1.76 and 2.08 Welland Subdivision, Canadian National Railways, Ontario.

Canadian National Railways draw span over St. John River at Fredericton, New Brunswick.

Canadian National Railways bridge at mileage 50.42 Alderdale Subdivision, Ontario.

Canadian National Railways bridge over Cowichan River, mileage 73.3 Cowichan Subdivision, British Columbia.

Canadian National Railways bridge at Mileage 46.8 Cowichan Subdivision, British Columbia.

Canadian Pacific Railway bridge at mileage 24.84 Kaslo Subdivision, British Columbia.

Canadian National Railways bridge over Hayward Brook, mileage 26.8 Sussex Subdivision, New Brunswick.

Canadian National Railways bridge at mileage 117.5 Elrose Subdivision, Saskatchewan.

Canadian National Railways bridges at mileage 27.5, 28.8, 29.9, 30.9, 32.6 and 33.9 White Bear Subdivision, Saskatchewan.

Canadian National Railways bridge at mileage 31.1 White Bear Subdivision, Saskatchewan.

Canadian National Railways bridges on Brazeau Subdivision, Alberta, at mileage 2.1, 3.4, 4.3, 6.5, 8.8, 14.2, 15.7, 18.8, 20.0, 24.4, 25.9, 26.2, 26.8, 28.9, 30.0, 30.8, 35.6, 36.2, 36.9, 37.5, 37.8, 41.8, 50.5, 52.3, 53.0, 61.6, 62.2, 65.2, 67.4, 70.3, 71.6, 71.9, 72.0, 74.3, 75.0, 80.4, 88.4, 96.5, 100.7, 101.8, 111.1, 112.6, 113.8, 113.9, 114.8, 115.1, 117.7, 120.3, 122.8, 123.4, 123.5, 123.6, 123.9, 124.1, 125.2, 130.8, 131.6, 137.2, 140.4, 141.5, 141.8, 142.2, 142.6, 142.8, 142.9, 144.8, 146.1, 149.3, 149.4, 149.9 and 150.8.

Canadian National Railways bridges on Ridgeville Subdivision, Manitoba, at mileage 9.1, 11.1, 21.7, 22.0, 23.7, 25.9, 31.5, 37.2, 39.3, 40.1, 40.3, 41.7, 45.7, 59.8, 61.5, 61.8, 63.3, 63.8, 64.4, 69.3, 70.0, 70.3, 71.5, 71.7, 71.8 and 72.1.

Canadian National Railways bridge over Roseau River, mileage 45.7 Ridgeville Subdivision, Manitoba.

Canadian National Railways bridge over Horseguard Creek, mile 80.4, Brazeau Subdivision, Alberta.



Canadian National Railways bridges on Drumheller Subdivision, Alberta, mileage 1·6, 1·8, 3·4, 3·7, 4·1, 4·9, 5·1, 5·3, 5·5, 5·6, 5·8, 6·1, 6·2, 6·3, 6·4, 6·6, 7·4, 28·6, 37·8 and 76·0.

Canadian National Railways bridges on Camrose Subdivision, Alberta, at mileage 9·1, 15·2, 43·3, 44·6, 48·9, 49·7, 49·8, 50·7, 51·0, 51·9, 52·4, 52·6, 52·9, 53·3, 54·3, 59·0, 59·1, 68·5, 72·2, 84·7 and 93·1.

Canadian National Railways bridges on Viking Subdivision at mileages 9·3, 15·7, 57·6, 69·4, 72·1, 79·8, 101·4 and 115·4.

Canadian National Railways bridge over Rosebud River, mileage 75·3 Drumheller Subdivision, Alberta.

Canadian National Railways bridge over 12 Mile Creek, mileage 11·2 Grimsby Subdivision, Ontario.

Canadian National Railways bridge over highway at mileage 15·7 Brazeau Subdivision near Joffre, Alberta.

Canadian National Railways bridge on Oyen Subdivision, Alberta at mileage 15·2, 15·8, 15·9, 16·1, 16·9, 17·0, 17·7, 17·9, 57·1, 68·9, 127·6 and 135·7.

Canadian National Railways bridges on Tisdale Subdivision, Saskatchewan, at mileage 5·5, 12·8, 13·6, 15·7, 16·9, 25·9, 35·0, 41·6, 45·2, 47·9, 53·0, 59·1, 63·6, 63·9, 66·0, 68·5 and 72·3.

Canadian National Railways bridges on Endiang Subdivision, Alberta, at mileage 64·8, 68·1, 70·1, 76·7, 77·1, 78·6 and 78·7.

#### HIGHWAY DIVERSIONS

Diversion of Southern Trans-Provincial Highway between Stations 26·50 and 85·00 and eliminate crossing of Canadian Pacific Railway at mileage 123·25 Boundary Subdivision.

Highway diversion in Municipality of Riviere Malbie, County of Charlevoix, Quebec, closing one crossing of Canadian National Railways.

Highway diversion in Section 36, Township 46, Range 22, West 4th Meridian closing crossing at mileage 80·63, Wetaskawin Subdivision, Alberta, and opening crossing at new location.

Diversion of north and south road allowance between Southeast Quarter of Section 19 and Southwest Quarter of Section 20, Township 27, Range 15, West 2nd Meridian, Saskatchewan.

Diversion of Highway No. 15 at Bells Corners, Township of Nepean, Ontario, to cross Canadian Pacific Railway by means of subway at mileage 11·6 Carleton Place Subdivision.

Diversion of road leading from Highway 15 to Chaffey's Locks, Township of South Crosby, Ontario.

#### RAILWAY CONNECTIONS

Connection between Northern Alberta Railways and Canadian National Railways at Morinville, Alberta.

Canadian National Railways and Spruce Falls Power and Paper Company, Limited, Kapuskasing, Ontario.

Canadian National Railways connection with Niagara, St. Catharines and Toronto Railway at Elm Street, Port Colborne, Ontario.

Canadian Pacific Railway connection with Canadian National Railways at Red Rock, Ontario.

#### INTERLOCKING PLANTS AND CHANGES TO INTERLOCKING PLANTS AND SIGNALS

Additional signals at crossing of Canadian Pacific Railway and Canadian National Railways at Cornwall, Ontario.



Changes to interlocking plant at crossing of Canadian National Railways and Canadian Pacific Railway at Alix, Alberta.

Changes to interlocking plant at crossing of Canadian National Railways at mileage 10·96 Cromer Subdivision and Canadian Pacific Railway near Vilette, Manitoba.

Signal protection at Canadian National and Quebec Central Railways crossing at Carrier Quebec.

Changes to interlocking plant at Canadian National Railways and Canadian Pacific Railway crossing at Woodstock, Ontario.

Changes to interlocking plant at Canadian Pacific and Canadian National Railways Crossing at Actonvale, Quebec.

Changes to interlocking plant at Canadian Pacific Railway crossing Canadian National Railways, mileage 73·16, Galt Subdivision at Drumbo, Ontario.

Changes to interlocking plant at Jacques Cartier Junction and L'Assomption Subdivisions, Canadian National Railways, Eastern Junction, Quebec.

Changes to interlocking plant at Canadian Pacific Railway crossing Canadian National Railways at Woodman, Manitoba.

Changes to interlocking plant at Carleton Place, Ontario, Canadian Pacific Railway, mile 17·1, Chalk River Subdivision.

Changes to interlocking plant at Canadian Pacific Railway crossing Canadian National Railways at Tillsonburg, Ontario.

Canadian Pacific Railway and International Nickel Company's Railway at Clarabelle, Ontario.

Interlocker at Canadian Pacific Railway crossing bridge over Pitt River, mileage 109·7, Cascade Subdivision, British Columbia.

Canadian National Railways and Canadian Pacific Railway crossing at Neely, Saskatchewan.

Canadian National Railways and Canadian Pacific Railway Company crossing at Leaside, Ontario.

Canadian National Railways and Canadian Pacific Railway crossing at Gladstone, Manitoba.

Canadian National Railways and Canadian Pacific Railway crossing at mileage 13·89 Harte Subdivision, Canadian Pacific Railway West Winnipeg, Manitoba.

Canadian National Railways and Canadian Pacific Railway crossing near Diamond, Manitoba.

Canadian National Railways and Canadian Pacific Railway crossing at West Tower, Portage la Prairie, Manitoba.

Lake Erie and Northern Railway and Canadian National Railways crossing at Brantford, Ontario.

Changes to interlocking plant at Canadian Pacific Railway and Canadian National Railways crossing at Neepawa, Manitoba.

Changes to interlocking plant at Canadian National Railways and Canadian Pacific Railway at Port Arthur, mile 1·5 Kashabowie Subdivision, Ontario.

Canadian National Railways Campbellford and Maynooth Subdivisions at Anson, Ontario.

Canadian National Railways crossing of its Preston to Hespeler Branch and Maynooth Subdivision at Forbes, Ontario.

Canadian Pacific Railway crossing Canadian National Railways and Quebec Railway Light and Power Company on Ramsay Street, Quebec, Quebec.

Canadian Pacific Railway and Canadian National Railways crossing at Carberry, Manitoba.

Canadian National Railways and Canadian Pacific Railway crossing at Munroe, Manitoba.

Canadian Pacific Railway and Canadian National Railways near Lambton Park, Alberta.

#### OPERATION THROUGH INTERLOCKING PLANTS

At crossing of Canadian National Railways and New York Central at Appin, Ontario.

Canadian National and Canadian Pacific Railway crossing at Hamilton Junction, Ontario.

Canadian National and Canadian Pacific Railway crossing at Garneau, Quebec.

Canadian Pacific and Canadian National Railways crossing at Actonvale, Quebec.

Toronto, Hamilton & Buffalo Railway and Canadian National Railways crossing at Diltz, Ontario.

Canadian Pacific Railway and Canadian National Railways crossing at Tillsonburg, Ontario.

Canadian Pacific Railway interlocking plant at Carleton Place, mileage 17.1, Chalk River Subdivision, Ontario.

Canadian Pacific Railway crossing Canadian National Railways at mileage 10.96 Croner Subdivision near Vilette, Manitoba.

Canadian Pacific Railway crossing Canadian National Railways at Mileage 8.21 in River Lot 101, Parish of St. Pauls, Manitoba.

Canadian National Railways and Canadian Pacific Railway crossing at Yorkton, Saskatchewan.

Canadian National Railways and Fort William Electric Street Railway at intersection of Queen and James Street, Fort William, Ontario.

Crossing of Jacques Cartier Junction and L'Assomption Subdivisions, Canadian National Railways, Eastern Junction, Quebec.

Canadian Pacific Railway crossing Canadian National Railways at Woodman, Manitoba.

Canadian Pacific Railway and Canadian National Railways crossing at mileage 91.92 Qu'Appelle Subdivision of Canadian National Railways near Regina, Saskatchewan.

Canadian Pacific Railway and Canadian National Railways at Hespeler, Ontario.

Canadian National Railways through the north junction of their Saskatoon Loop Line and Saskatoon Terminal Subdivision, Saskatoon, Saskatchewan.

Canadian National Railways and Regina Street Railway at Broad Street, Regina, Saskatchewan.

Interlocker at Canadian Pacific Railway crossing bridge over Pitt River, mileage 109.7 Cascade Subdivision, British Columbia.

Interlocker at Canadian National Railways and New York Central Railway crossing at Hawthorne, Ontario.

At crossing of Canadian Pacific Railway and Canadian National Railways at Broad Street, Regina, Saskatchewan.

Canadian National Railways and Canadian Pacific Railway crossing at Neely, Saskatchewan.

Canadian National Railways and Canadian Pacific Railway crossing  
nvale, Quebec.

at

Canadian National Railways and Canadian Pacific Railway at Calgary, Alberta.

Canadian National Railways crossing their tracks at North Edmonton, Alberta.

Chesapeake and Ohio Railway, St. Thomas Walkerville main line crossing its railway at Blenheim, Ontario.

Canadian Pacific Railway and International Nickel Company's Railway Crossing at Clarabelle, Ontario.

Canadian Pacific Railway and Canadian National Railways crossing at Leaside, Ontario.

Canadian Pacific Railway and Canadian National Railways crossing at Ste. Rosalie Junction, Quebec.

Canadian Pacific Railway and Canadian National Railways near Cornwall, mileage 26·6, Cornwall Subdivision, Ontario.

Canadian National Railways and Canadian Pacific Railway crossing at Stettler, Alberta.

Canadian National Railways and Canadian Pacific Railway crossing near Oban, Saskatchewan.

Canadian National Railways at Grand Narrows Bridge, Nova Scotia mileage 46·16 Sydney Subdivision.

Canadian National Railways Crossing of their Drummondville and Aston Subdivision, Quebec.

#### CHANGES IN OPERATING CIRCUITS OF WIG-WAGS AND FLASHING LIGHT SIGNALS

At Canadian Pacific Railway crossings of West Street, Inches Avenue, Jeffreys, Colborne, Queen, Centre, William and Wellington Streets, Chatham, Ontario.

Canadian Pacific Railway crossing Highway 29 at mileage 20·6 Chalk River Subdivision, Ontario.

Canadian National Railways crossing Talbot Street, Village of Courtland, Ontario.

Canadian National Railways crossing Main Street, Cobden, Ontario.

Canadian National Railways crossing highway at Mileage 0·35 Lunenburg Subdivision in Town of Mahone Bay, Nova Scotia.

Canadian National Railways crossing Provincial Highway No. 7, mileage 61·5 Campbellford Subdivision, Peterborough, Ontario.

Canadian National Railways crossing Alexander Avenue at Lakeview, Ontario.

Canadian National Railways crossing Dixie Road at Lakeview, Ontario.

Canadian National Railways crossing Haig Boulevard, Lakeview, Ontario.

Canadian Pacific Railway crossing Franktown Road, immediately south of Carleton Place, Ontario.

Canadian Pacific Railway at bridge over Trent Valley Canal, mileage 23·42 Peterborough Subdivision near Peterborough, Ontario.

Canadian Pacific Railway crossing Wellington Street, Sault Ste. Marie, Ontario.

Canadian Pacific Railway crossing highway just west of Copper Cliff Station, Ontario.

Canadian National Railways crossing highway at mileage 62·2 Windsor Subdivision, Ontario.



Canadian National Railways crossing Fraser Canyon Highway near Chapmans, British Columbia.

Canadian National Railways crossing Water Street, Newmarket, Ontario.

Canadian National Railways crossing Timothy Street, Newmarket, Ontario.

Canadian National Railways crossing Highway No. 3 one mile east of Dunville, Ontario.

Canadian National Railways crossing Huron Street, Newmarket, Ontario.

#### INSPECTION OF RAILWAY LINE FOR CARRIAGE OF TRAFFIC

Canadian National Railway Line Mile 1·41 to 2·17 Welland Subdivision, Ontario.

#### RAILWAY SHOPS

Canadian National Railways wheel shop at Point St. Charles, Quebec.

#### WATER, GAS, SEWERS AND OIL PIPES UNDER AND OVER RAILWAYS

Gas pipe line under Michigan Central Railway in vicinity of Grand Marais Road, Windsor, Ontario.

Oil pipe line under Pere Marquette Railway between Lots 22 and 23 River Range, Township of Sarnia, Ontario.

Steam pipe line, Canadian National Railways between their east yard and Fort Garry Hotel, Winnipeg, Manitoba.

Sewer pipe under Canadian Pacific Railway at mileage 79·14 Cartier Subdivision, Sudbury, Ontario.

Drainage pipe under Canadian National Railways at Fairview, Nova Scotia.

#### MINING TUNNELS

Under Canadian National Railways between mileages 50·28 and 50·83 Foothills Subdivision, Alberta.

#### ESTABLISH SIGHT LINES

At crossing of Canadian National Railways and Highway No. 79 west of Bothwell Station, Ontario.

#### DIVERSION OF RAILWAY LINE

Quebec Central Railway line at Thetford Mines, Quebec.

#### SIGNAL PROTECTION AT BRIDGES

Canadian National Railways bridge over Soulanges Canal near Soulanges, Quebec.

Canadian National Railways bridge over St. John River at Fredericton, N.B.

Red River Bridge, Winnipeg, Manitoba, Canadian National Railways.



THE STATEMENT BELOW SHOWS THE DIFFERENT WORKS WHICH WERE APPROVED FOR CONSTRUCTION BY ORDER OF THE BOARD ON RECOMMENDATION OF THE ENGINEERING DEPARTMENT AFTER STUDY OF THE APPLICATIONS AND PLANS, CHECKING OF ESTIMATES, INVESTIGATION OF COMPLAINTS AND ACCIDENTS, AND IN MANY CASES INSPECTION ON THE GROUND AND CONFERENCES WITH THE INTERESTED PARTIES DURING THE YEAR 1947.

Province	Highway crossings approved	Highway crossings closed	Construction and operation of branch lines and industrial spurs	Bridges and subways approved	Approval of operation over and under bridges	Highway diversions	Less than standard clearance	Railway connections	Interlocking plants and changes to plants and signals	Operation through interlocking plant	Crossings protected by flashing light signals and bells	Changes in operating circuits of signals	Electrically operated gates	Inspection of railway lines for carriage of traffic	Signal protection at bridges	Railway shops	Water, gas, oil and sewer pipes under railway	Mining tunnels	Establish sight lines	Diversion of railway line	Stop lights at crossing	Pedestrian subway	Location of telephone lines	Wires crossing railways	Total
British Columbia.....	9	3	9	6	3	1	....	....	1	1	5	1	....	....	....	....	....	....	1	....	....	....	....	....	39
Alberta.....	13	10	12	9	142	2	2	1	3	3	2	1	....	....	....	....	....	1	....	....	....	....	1	....	202
Saskatchewan.....	7	4	6	....	26	2	1	....	1	7	1	1	....	....	....	....	....	....	....	....	....	....	....	....	56
Manitoba.....	8	....	5	7	27	....	1	....	9	3	2	2	1	....	1	....	1	....	....	....	....	....	....	....	67
Ontario.....	24	3	43	11	4	1	21	3	12	13	30	23	1	1	....	3	....	....	2	....	1	1	1	....	198
Quebec.....	13	2	6	9	1	2	5	....	5	5	12	....	2	....	1	1	....	....	....	1	....	....	....	....	65
New Brunswick.....	4	....	....	....	2	....	3	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	10
Nova Scotia.....	2	2	3	....	....	....	1	....	....	1	5	1	....	....	....	....	1	....	....	....	....	....	....	....	16
Prince Edward Island.....	2	....	2	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	5
Total.....	82	24	86	42	205	8	35	4	31	33	57	29	4	1	3	1	5	1	2	1	1	1	1	1	658

## APPENDIX "E"

OTTAWA, Ontario,  
February 12, 1948.

P. F. BAILLARGEON, Esq.,  
Secretary,  
Board of Transport Commissioners,  
Ottawa, Ontario.

Dear Sir:

1. I submit, for the Board's Forty-Third Report, the Annual Report of the Operating Department for the year ended December 31, 1947.

2. The Report is divided as follows:—

Part I—Operating

Part II—Mechanical

Part III—Inflammable Liquids and Explosives

Part IV—Fire Prevention.

3. In order to accomplish the work, hereunder described, it has necessitated the travelling of 387,548 miles by Officers of this Department.

4. PART I—OPERATING

*Accidents Attended by Loss of Life or Personal Injury*

STATISTICS

*Accidents—*

Total accident reports received from railways and investigated.....	2,533
Total persons killed .....	416
Total persons injured.....	3,023

*Fatalities—*

Passengers.....	34
Employees.....	91
Trespassers and others (includes fatalities due to Highway Crossing Accidents)	291
Total.....	416

*Injuries—*

Passengers.....	534
Employees.....	1,722
Trespassers and others (includes injuries due to Highway Crossing Accidents)	767
Total.....	3,023

*Highway Crossing Accidents—*

Accidents.....	442
Persons killed.....	162
Persons injured.....	638

Detailed statistical data regarding accidents during the year 1947 is given in statements appended hereto which, for ready reference, have been indexed as follows:

Statement No. 1.—Passengers, employees and others killed and injured on railways.

Statement No. 2.—Comparative statement of killed and injured on railways for years 1946 and 1947.

Statement No. 3.—Passengers, employees and others killed and injured, showing nature of accidents.

Statement No. 4.—Character of accidents and number of persons killed and injured on railways.

Statement No. 5.—Comparative statement of classes of accidents for years 1946 and 1947.

Statement No. 6.—Comparative totals by railways of killed and injured for years 1946 and 1947.

Statement No. 7.—Collisions involving personal injury.

Statement No. 8.—Derailments involving personal injury.

Statement No. 9.—Comparative number of killed and injured on railways for ten years ended December 31, 1947.

Statement No. 10.—Trespassers killed and injured, by Provinces and Railways.

Statement No. 11.—Showing more prominent accidents on railways for five-year period.

Statement No. 12.—Protection provided at highway crossings during 1947.

Statement No. 13.—Nature of highway crossing protection completed in each province during 1947.

Statement No. 14.—Highway crossing accidents, killed and injured in each province during 1947.

Statement No. 15.—Description of protection or non-protection in effect at crossings where accidents occurred during 1947.

Statement No. 15A.—Crossing accidents separating motor vehicles, or others.

Statement No. 16.—Summary of highway crossing accidents for ten-year period ended December 31, 1947.

Statement No. 17.—Contributory factors in highway crossing accidents.

Statement No. 18.—Locations of highway crossing accidents.

Statement No. 18A.—Graphic Chart.

### *Remarks*

In accordance with Section 285 of the Railway Act, all railway companies under the jurisdiction of the Board are required to report all accidents attended with personal injury.

The number of accidents reported and investigated totalled 2,533 for the year 1947. These accidents involved 3,439 casualties, of which number 416 persons were killed and 3,023 were injured. This is an increase over the previous year of 208 accidents, 91 persons killed and 304 injured.

Major train accidents (derailments and collisions) on all railways in Canada increased from 64 in 1946 to 80 in 1947, an increase of 16 accidents of this class compared with the previous year.

Included in the total of 2,533 accidents, (involving 3,439 casualties) were 171 accidents as a result of which 98 trespassers were killed and 77 injured. Detailed figures regarding accidents involving persons who were trespassing on railway property are shown by railways and provinces in Statement No. 10. This is an increase of 7 persons killed and a decrease of 13 persons injured as compared with the year 1946, during which year 91 trespassers lost their lives and 90 were injured.

Highway crossing accidents for the year numbered 442, resulting in 162 persons killed and 638 injured. A comparison with the previous year is as follows:

	Accidents	Killed	Injured
1946.....	352	120	487
1947.....	442	162	638
Increase.....	90	42	151

Of these 442 accidents, 413 involved motor vehicles resulting in 140 deaths and injured 627. The remainder of the accidents, 29, involved horse-drawn vehicles, pedestrians, etc., and resulted in 22 deaths and injuries to 11 persons.

Of the 442 accidents at highway crossings, 257 occurred during the daytime and 185 at night.

Accidents to the number of 128 were caused by auto vehicles running into the sides of trains at crossings, resulting in 22 persons being killed and 214 injured; 55 of this class of accident occurred during the daytime, and 73 at night.

During the year 1947 approximately 38,000,000 passengers travelled on Canadian railways, the passenger train mileage for the year totalling approximately 46,000,000 miles.

#### *Inspection of Passenger Equipment; Stations; Buildings and Premises*

This work includes features of safety, cleanliness, lighting, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.



5.

## PART II MECHANICAL

## STATISTICS

*Motive Power—*

Number of locomotives.....	5,119
Reports of Hydrostatic Tests, Removal of Lagging and Dome Caps, Testing Of Staybolts, Washouts, Boilers and Appurtenances, etc., received.....	56,174

*Inspection of Motive Power—*

Locomotives inspected.....	8,258
Locomotives found defective.....	1,295
Defects.....	2,168

*Locomotive Boilers—*

## (Application for extension of time for removal of flues)—

Applications received from railways.....	125
Internal inspections made.....	124
Applications granted.....	118
Applications refused.....	5
Applications withdrawn or otherwise disposed of.....	4

*Stationary Boilers—*

Number of stationary boilers.....	1,412
Inspection reports.....	2,659
Inspections made.....	455
Fire protective appliance inspection reports.....	1,664

*Safety Appliance and Equipment Inspections—*

Freight cars inspected.....	28,692
Freight cars found defective.....	1,862
Defects.....	2,312
Passenger coaches inspected.....	2,283
Passenger coaches found with defects.....	303

*Inspection of Freight Cars for Correct Tare Weight—*

Number of cars inspected.....	475
Number of cars found overdue for weighing for tare.....	48

*Inspection of Freight Cars for Excessive Air Brake Piston Travel—*

Number of cars inspected.....	755
Number of cars with excessive Piston Travel.....	69

Detailed statistical data for the year 1947 is given in statements appended hereto and indexed as follows:—

Statement No. 19.—Particulars of freight equipment inspected.

Statement No. 20.—Defective safety appliances on freight cars.

Statement No. 21.—Particulars of locomotives inspected.

Statement No. 21A.—Statement of Boiler Explosions and Crown Sheets damaged—year 1947.

## REMARKS

*Inspection of Safety Appliances and Car Equipment*

The work coming within this category is largely carried on under the provisions of Section 298 of The Railway Act and the Board's General Orders Nos 102, 128, 261, 270, 346, 458, 461 and 515. In this connection reference is made to detailed statements Nos. 19, 20 and 21. Inspectors of the Board carried out detailed examination of passenger car equipment in order that improvements may result in the operation of air conditioning and lighting equipment. Detailed studies have also been made relative to maintenance of draft and buffing gear resulting in improved conditions. In connection with cars overdue for weighing for tare it was found that out of 475 cars so inspected, 48 were found to be overdue. Attention of the railway was drawn to such cases and cars were worked to a scaling point, weighed and restencilled.

*Inspection of Motive Power*

The inspection of locomotive and car equipment, it will be readily understood, entails considerable time and labour, both on the ground and at headquarters, where the work of recording, checking and filing of the numerous reports filed by our Inspectors is carried on, and subsequent correspondence with railway companies involved with a view to having the defects remedied as promptly as possible in the interests of public safety and of employees engaged in train operations.

*Locomotive Boiler Extensions of Time*

During the year the Board's Mechanical Inspectors made 124 internal examinations of locomotives. 115 applications were granted the full period of time requested.

Upon examination, it was found that three locomotives were in such condition that the full extension requested could not be authorized, but extension for a shorter period of time was allowed. In five cases the conditions were such that the extensions could not be properly granted, and were refused. Four applications were withdrawn.

Under General Order No. 473, Locomotive Boiler Inspection Order, 56,174 report forms of monthly and annual inspections, tests, etc., were filed by railway companies with the department during the year, covering 5,119 locomotives.

*Inspection of Stationary Boilers*

This feature is dealt with under General Orders Nos. 330 and 416. During the year 455 boilers and appurtenances were inspected and reported upon, as well as the condition of the boilerhouse. Defects on boilers reported were rectified.

*Stationary Boiler Reports*

Pursuant to General Order No. 330, the stationary boiler inspection Order, 2,659 report forms of semi-annual and annual inspections were filed during the year covering 1,412 stationary boilers, ditching machines and similar equipment under General Order No. 548.

*Inspection and Testing of Air Reservoirs, other than on Locomotives*

Pursuant to General Order No. 576, 4,196 report forms of inspection were filed and checked in compliance with the Regulations covering 3,983 air reservoirs.

6.

## PART III—INFLAMMABLE LIQUIDS AND EXPLOSIVES

*Inflammable Liquids; Handling and Storage on and Adjacent to Railway Property*

Under the requirements of General Orders Nos. 441, 514, 530 and 594 and Circular No. 241, there were 284 applications received for approval regarding location and changes of installations. These, together with 16 applications in abeyance from the previous year, were investigated and disposed of as follows:

Total applications received.....	284
In abeyance from previous year.....	16
Total.....	300
<i>How dealt with:</i>	
Cancelled.....	7
Applications for Amending Orders.....	16
In Abeyance.....	23
Approved and Orders issued.....	254
Total.....	300

These applications necessitated the examination of 762 plans and profiles. Inspection on the ground was necessary in some instances.

The 254 applications which were approved covered 3 marine terminals, 233 bulk storage plants, 13 pipe lines only, 3 pumphouses or warehouses only, 158 additional storage tanks and pipe lines to same. There were 83 new installations.

Particulars of installations are as follows:

Number of Owning or Operating Companies making Installations	Number of Installations 1947	Number of Tanks Installed 1947	Total Capacity Gallons (Imp.)
54	254	605	35,830,590

The revision and consolidation of the provisions of General Order No. 441 and amendments thereto, (which was held in abeyance during World War II), is progressing. During the past year conferences have been held with representatives of the Oil Companies and others concerned and a General Order covering the proposed revision of General Order No. 441 and amendments is expected to be issued shortly.

*Liquefied Petroleum Gases; Handling and Storage on Railway Property*

Fourteen applications for approval of installations were received during the year. Ten applications were approved covering the installation of sixteen storage containers having a total capacity of 376,840 gallons (water capacity).

Four applications are held in abeyance pending further information or inspection.

*Regulations for the Transportation of Explosives and other Dangerous Articles by Freight (Railway) and Specifications for Shipping Containers*

During the year several applications were dealt with requesting authority to use other materials and methods of packing explosives and dangerous articles. Each case was given consideration, and in some cases, after investigation and tests, due to the existing shortage of certain materials, permission was granted to use substitute materials. In some cases, permission has been granted to try out on an experimental basis, new materials for the manufacturing of containers.



## PART IV—FIRE PREVENTION

7. *Inspection*

ORGANIZATION.—Under the co-operative arrangements inaugurated in 1912 with the various Dominion and Provincial Forest Services, 212 officers and men of such services were under appointment as Inspectors for the Board, distributed as follows:—

Nova Scotia, Department of Lands and Forests.....	21
New Brunswick, Department of Lands and Mines, Forest Service.....	10
Quebec, Department of Lands and Forests, Forest Protection Service.....	31
Ontario, Department of Lands and Forests, Division of Forest Protection.....	64
Manitoba, Department of Mines and Natural Resources, Forest Service.....	6
Saskatchewan, Department of Natural Resources and Industrial Development, Office of Director of Forests.....	4
Alberta, Department of Lands and Mines, Office of Director of Forestry.....	10
British Columbia, Department of Lands, Forest Branch.....	62
Dominion of Canada, Department of Mines and Resources, National Parks Bureau	3
Yukon Territory, Royal Canadian Mounted Police.....	1

Of the above, six officers were given appointments as Inspectors of Fire Protective Appliances on locomotives, distributed as follows:

Nova Scotia, Department of Lands and Forests.....	1
New Brunswick, Department of Lands and Mines, Forest Service.....	1
Quebec, Department of Lands and Forests, Forest Protection Service.....	1
British Columbia, Department of Lands, Forest Branch.....	3

During the fire season of 1947, these officers inspected the fire protective appliances on 1,738 locomotives. In addition, fire protective appliances were inspected on 3,248 locomotives by the Board's permanent staff, making a combined total of 4,986 locomotives inspected in connection with railway fire prevention.

*Fire Hazard and Weather Conditions*

NOVA SCOTIA.—Except for a short period, the Spring months were quite wet, which held the fire hazard down through July. However, very little precipitation occurred during the month of August which created a serious fire hazard and many fires occurred. September rains were not general, and this followed by an extremely dry month of October created a prolonged period of high fire hazard until general rains in November terminated the fire season.

NEW BRUNSWICK.—This Province experienced a most unusual fire season, with the normal Spring and Summer hazards being followed by a Fall period of extreme drought, warm weather and high winds.

While the summer hazard saw a considerable number of difficult fires start, especially in the eastern section of the Province, this situation was successfully met. Unfortunately, a severe drought developed in early October, and continued until mid-November with only 0.94 inches of rain being received in October compared with an average of 3.03 inches for the previous five months. High gales, sometimes of 60 miles per hour intensity started October 21 and continued until October 24, and a most difficult situation developed with many outbreaks being whipped by the extremely strong winds.

Although the last half of the fire season was extremely hazardous, fires due to railway causes were kept to a minimum during this period.

QUEBEC.—Throughout the Province as a whole precipitation was above normal during 1947, but this occurred chiefly during the Spring and early Summer. The month of August was quite dry and particularly so in the western



portion of the Province. The general average of rainfall through September was above normal, and this continued until the middle of October when dry weather created a period of high fire hazard which continued into the first part of November when snow and rain closed the fire season for the year.

ONTARIO.—The fire season in Ontario was notable for the low Spring and high Fall hazards, with in general a medium hazard prevailing during the mid-summer months.

The weather for the most part was cool and wet until the latter part of June, when a few hot days with high winds developed a high hazard in the western part of the Cochrane District and the northern part of the Algoma District. Fires occurring in this region during this period, accounted for a large percentage of the total area burned over this year.

The hazard was generally high during the month of August except in the western districts. From the first week in September to the middle of October the hazard was low to medium, but unusually warm and dry weather in October developed a high hazard in the latter part of the month in the eastern part of the Province.

Lightning caused an unusually high percentage of fires this year, some 30 per cent being attributable to it.

In general the season was an average one.

MANITOBA.—Except for the area centering around Carberry, this province experienced a season with fire hazard below normal. However, a prolonged dry period in the Fall did extend the fire season later than usual.

SASKATCHEWAN.—Fire hazard throughout this province as a whole was relatively high. Extremely hot dry weather through May and June accompanied by unprecedented strong winds created an extremely high hazard. This condition was relieved during the latter part of July and on into August and September by showers of increasing intensity.

ALBERTA, NORTHERN.—Due to heavy snowfall in the winter there was a good supply of water after the spring break-up. However, weather continued dry with high winds during the latter part of April, and fire hazard increased, becoming quite high towards the end of May. During this period a few fires broke out in this area. During the Summer the weather was generally cool and dry with moderate winds. Humidity was above average. Scattered rains throughout August kept fire hazard normal the remainder of the Summer. The Grande Prairie Division had early frosts which caused a fire hazard, but moisture conditions in the soil was high at time of freeze-up, and snow around the last part of October ended the fire season.

ALBERTA, CENTRAL.—During the Winter very heavy snow fell making way for a cool, damp Spring. The snow disappeared in April leaving the ground well saturated with moisture. May was warm but several light showers kept the fire hazard below normal. Very little rain in June caused a very high fire hazard but in July the weather was fair and mild, and rains in the latter part of the month reduced the hazard. August and September were wet and October was generally cool with showers. Snow came November 9 to end the fire season.

ALBERTA, SOUTHERN.—Very heavy snowfall during the Winter months was followed by a cold wet Spring. Precipitation during the Spring months and early summer was plentiful and well distributed. A short dry period in the last two weeks of July carried through until August 12, when general rains relieved the situation. Heavy rains were received over all areas on August 22, 23 and 24 and on September 16 a heavy snowfall occurred that terminated all fire hazard for the season.

BRITISH COLUMBIA.—Weather throughout this province during the 1947 fire season was more favourable than has been experienced for some years. Hazard build-ups occurred periodically in all Districts, but generally speaking were of short duration, and timely precipitation occurrence nullified any very serious condition.

VANCOUVER DISTRICT.—Higher than average rainfall in June and July followed a comparatively dry May. Rainfall during the season, though lighter than in 1946, was well distributed in roughly ten-day intervals through June to mid-September, when one of the driest periods of the season developed lasting until the first of October, when heavy rains occurred closing the season.

PRINCE RUPERT DISTRICT.—Including the Queen Charlotte Islands, showed a nil fire hazard throughout the season. Cool, cloudy days with almost continuous light rainfall were the rule making for one of the easiest protection seasons for many years.

FORT GEORGE DISTRICT.—Weather, while generally favourable, varied considerably as between those portions of the district east and west of the Rockies. In the westerly area snowfall was slightly less than normal, and the Spring developed somewhat warmer but with more than average precipitation. The Summer months in this area showed an above average precipitation, and from May to September inclusive the longest period without some precipitation was seven days. East of the Rockies, in May and June precipitation was only 29 per cent of normal and periodic high winds occurred with resulting serious hazard conditions. Above average precipitation in August brought these conditions to a close and the season ended under fairly normal conditions.

KAMLOOPS DISTRICT.—Precipitation on the average was in excess of the 1946 season, except in the southern portion of the district, where fortunately, in the absence of average rainfall, high humidities prevented any serious conditions. Protracted periods of hazardous weather did not occur, and only a few lightning storms of minor intensity were experienced.

NELSON DISTRICT.—Weather in this district was more favourable than experienced during 1946. The early part of the season opened clear and warm but by mid-May changed to part cloudy with scattered rains. In mid-June heavy rains occurred and cloudy and cool weather prevailed until early July, when three weeks of hot, dry weather was experienced ending with heavy rain over the entire district near the end of the month. A short hazardous period occurred during the first part of August but was relieved by general rains by mid-month and the hazard was not again high for the balance of the season.

### *Railway Fire Patrols*

The Fire Patrol Requirements, under the terms of Paragraph 29, of General Order No. 548, were addressed to all the Railways concerned. As reported in 1946, due to the unprecedented increase in the number of locomotive caused fires on lines in Southern British Columbia, in accordance with paragraph 29 (c) General Order No. 548, it is considered to be essential for the control of the railway fire situation on the Cranbrook, Lake Windermere, Kimberley, Nelson, Boundary and Carmi Subdivisions, to establish and maintain fire guards and other works insofar as it is practicable and feasible to plough by a bulldozer or other means on both sides of the right-of-way. The total lineal miles of such fire guards to be constructed is 128.6 miles.

Statistics as to railway forested mileage upon which patrols are prescribed follow:

Total miles of railway classified as being in forested territory for fire protection purposes.....	13,685
Special section patrols prescribed on.....	6,213
Special velocipede patrols prescribed on.....	93
Special power speeder patrols prescribed on.....	1,415
Total miles on which special patrol prescribed.....	7,721
Total special patrolmen (estimated).....	1,008
Average number of miles of track per patrolman.....	7.60
Total miles in forested territory on which no special patrol required, detection, reporting and extinguishing of fires being a part of the regular duties of the section forces and other employees.....	5,964

### *Fire Statistics*

Of the total railway mileage subject to the Board's jurisdiction, 13,685 miles are classified as traversing forested territory. During the fire season of 1947, railways are reported as having caused 502 fires in such territory. These fires burned over a total of 15,800 acres, with forest and other property loss valued at \$35,092. Of this area, 2,488 acres were young forest growth, 6,777 acres merchantable timber and 4,603 acres slashing or old burn not restocking, while 1,932 acres were non-forest land. The area of forest land burned over was thus 13,868 acres, or 88.77 per cent of the total. The valuation of young forest growth and standing timber destroyed is \$30,592 or 87.17 per cent of the total damage, forest products valued at \$1,500 or 4.28 per cent and improved property in some form, valued at \$3,000 or 8.55 per cent of the total, was also destroyed. Of the 502 fires attributed to the railways, 42.43 per cent were incipient, 48.41 per cent covered between one-fourth acre and ten acres each, while 9.16 per cent attained a size over ten acres each.

In addition to the foregoing, there were reported 23 fires originating and burning in ties in the track, not spreading or causing damage other than to track ties.

Detailed statistics are shown in statements appended hereto and indexed as follows:

Statement No. 22.—Summary of fires in forest sections within 300 feet of railway.

Statement No. 23.—Summary of fires of railway origin in forest sections.

Statement No. 24.—Summary by provinces of fires reported.

The employee fires were mostly cases where fires escaped from section forces burning right-of-way or old ties. Fires attributed to locomotives comprise 94.22 per cent of the total number of railway fires and these burned 97.60 per cent of the total area, causing 98.91 per cent of the estimated total monetary loss of forest and other property destroyed by railway fires. Employee fires account for 29 of the number, 5.78 per cent of the area and 1.09 per cent of the total monetary loss. Sixty-seven fires originating within 300 feet of track in forested territory are attributed to known causes other than the railway. Of these, 53 are charged to campers and travellers, 7 to settlers and 7 to other known causes; 27 were incipient; 35 burned one-fourth acre to ten acres each, and 5 burned more than ten acres each. These fires burned over 45 acres of young forest growth, 85 acres of merchantable timber, 115 acres of slash or old burn not re-stocking and 73 acres of non-forest lands, with total damage to forest and other property estimated at \$1,224.

Fires of unknown origin originating within 300 feet of track totalled 37, burning over 330 acres, with forest and other property loss valued at \$226.

Thus, all fires reported as having originated within 300 feet of railway lines in forested territory, due to all causes total 606, burning an area of 16,448 acres of forest and non-forest land, with total estimated damage of \$36,542.



Forest valuations given above are based upon stumpage values.

Statement No. 24 shows the distribution of Fires of Railway Origin, Known Causes Other than Railway and Fires of Unknown Origin by Provinces.

The reduction reported in 1946 in the number of locomotive-caused fires on Southern British Columbia lines, has been maintained during 1947; 118 such fires were reported during the year, representing 24.94 per cent of all locomotive-caused fires on all railway lines under the Board's jurisdiction. Considering that the fire hazard in Southern British Columbia during 1947 was considerably less than during 1946, with heavy rains during the latter part of June and beginning of July, the percentage of locomotive caused fires is still considered too high. Every effort will be made to have the railways realize the need for further improved methods in order to cope with this situation satisfactorily.

During the 1947 season, two fires, attributed to railway causes, one on the Oba subdivision and one on the Kowkash subdivision, Canadian National Railways, in the Province of Ontario, burned a total of 7,036 acres or 44.5 per cent of the total acreage burned, and 64.9 per cent of the total damage caused by all railway fires in the Dominion, on railways under the jurisdiction of the Board.

#### *Right-of-Way Clearing*

Disposal of brush and inflammable material along Railway Right-of-Way was not as thorough as is desired, owing to shortage of labour and in some instances unfavourable weather conditions.

Given more favourable conditions during the coming season efforts will be made to have this situation rectified.

#### *Fire Guard Requirements*

In accordance with the Fire Guard Requirements, 4,648 miles of fire guards were constructed or maintained in uncultivated lands (fenced grazing and wild lands) in non-forested sections of the Prairie Provinces.

#### *Fire Guards, 1947*

Railway	Mileage both sides of track to be accounted for exclusive of approved exemptions	Fireguard mileage constructed or maintained during year	Percentage completion
Canadian Pacific.....	3,654.83	2,744.35	75.0
Canadian National.....	3,149.80	1,879.20	59.6
Northern Alberta.....	29.80	24.60	82.0
	6,834.43	4,648.15	68.0

Respectfully submitted,

C. C. STIBBARD,  
*Director of Operation.*



STATEMENT No. 1.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED  
ON RAILWAYS UNDER THE BOARD'S JURISDICTION FOR YEAR ENDED  
DECEMBER 31st, 1947

Name of Railway	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Canadian National.....	28	331	48	947	142	382	1,302	218	1,660
Canadian Pacific.....	5	173	34	685	113	273	1,052	152	1,131
Algoma Central and Hud- son Bay.....			1	3		5	8	1	8
British Columbia Electric.....		13		3	3	11	13	3	27
Central Vermont.....					1	1	1	1	1
Dominion Atlantic.....				11	3	5	16	3	16
Esquimalt and Nanaimo.....				5	2	6	9	2	11
Essex Terminal.....						1	1		1
Grand River.....		2	2	2		9	11	2	13
Great Northern.....		1		8	2	7	14	2	16
Lake Erie & Northern.....		1			2		3	2	1
London & Port Stanley.....						2	1		2
Michigan Central.....			1		13	11	13	14	11
Midland Railway of Mani- toba.....						2	1		2
Montreal and Southern Counties.....		1			3	11	3	3	12
Napierville Junction.....		2		1	2	3	5	2	6
New York Central.....		1		11			12		12
Niagara, St. Catharines and Toronto.....		5		2	1	5	6	1	12
Northern Alberta.....		3	1	20	2	9	28	3	32
Oshawa Electric.....						2	2		2
Père Marquette.....				1	1	6	5	1	7
Quebec Central.....			4	8		4	4	4	12
Quebec Railway Light and Power.....	1	1		3			4	1	4
Sydney and Louisburg.....						1	1		1
Temiscouata.....					1	3	3	1	3
Toronto, Hamilton and Buffalo.....				11		8	14		19
White Pass and Yukon.....				1			1		1
Total.....	34	534	91	1,722	291	767	2,533	416	3,023

## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT No. 2.—COMPARATIVE STATEMENT OF KILLED AND INJURED FOR YEARS ENDED DECEMBER 31, 1946, AND DECEMBER 31, 1947

	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
1947.....	34	534	91	1,722	291	767	2,533	416	3,023
1946.....	5	435	89	1,677	231	607	2,325	325	2,719
Increase.....	29	99	2	45	60	160	208	91	304
Decrease.....									

STATEMENT No. 3.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED, AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1947

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....		64	5	67		2	36	5	133
Collision head-on.....	27	141	5	55		1	13	32	197
Collision rear-end.....		34	6	44			26	6	78
Collision in yard.....			1	2			2	1	2
Collision with cars account open switch.....		11	1	2			3	1	13
Equipment struck in yard during switching or transfer movement.....				11		1	10		12
Sideswipe.....		3	2	14			13	2	17
Public highway crossing protected by gates.....					1	6	6	1	6
Public highway crossing protected by bell.....					5	9	8	5	9
Public highway crossing protected by bell and wigwag.....		1		5	16	67	45	16	73
Public highway crossing protected by flashing lights and bells.....					4	9	6	4	9
Public highway crossing protected by watchman.....					1	18	10	1	18
Public highway crossing unprotected.....		1		32	135	490	367	135	523
Private crossing.....				3	22	39	47	22	42
Trespassing.....					98	77	171	98	77
Working on or about en- gine.....			1	170			165	1	170
Miscellaneous.....		21	1	130		18	153	1	169
Adjusting couplers, cou- pling and uncoupling.....			3	62			65	3	62
Run down by engine or car between stations.....			9	3			11	9	3
Hand car—accidents caused by hand car, motor or velocipede.....			5	96		7	80	5	103
Hand car, motor car, velo- cipede struck by train.....			12	22	1		24	13	22
Crawling between cars, over couplers.....				1			1		1
Passing between cars, be- tween couplers.....			1	9			10	1	9
Struck by engine or cars on adjoining track.....			2	7			9	2	7
Struck by switch stand, water spout, mail crane, or other projection.....			2	19			21	2	19
Crushed between cars and buildings, lumber piles.....			1	11		1	13	1	12
Explosion of locomotive boiler.....			1	1			1	1	1
Getting on and off passen- ger train.....	3	56		1		1	60	3	58

STATEMENT No. 3.—PASSENGERS, EMPLOYEES AND OTHERS KILLED AND INJURED,  
AND NATURE OF ACCIDENTS, FOR YEAR ENDED DECEMBER 31, 1947

Character of Accident	Passengers		Employees		Others		Total		
	Killed	Injured	Killed	Injured	Killed	Injured	Acci- dents	Killed	Injured
Injured when taking coal or water.....				17			17		17
Rock slides, or other obstructions on track.....		1	2	8	3		4	5	9
Rough coupling.....		11		82		8	84		101
Riding on pilot or foot-board of engine.....				26			26		26
Obstructions, overhead and on ground.....			2	8			10	2	8
Repairing cars on repair track when moved.....									
Falling off top of car.....			5	32			37	5	32
Falling between cars.....			2	3			5	2	3
Application and handling of air brakes, stopping of trains and adjusting slack.....		32		134		1	135		167
Employees getting off train in motion.....			3	160			163	3	160
Employees boarding train in motion.....			1	94			95	1	94
Slipped on ice.....				27			27		27
Doors closing and other minor accidents in baggage cars and coaches....		137		64		1	202		202
Run down by engine or cars at stations or in yards.....			13	42	2	2	59	15	44
Caught in frog, guard rail, or switch rod.....				1			1		1
Caught by engine or car while throwing switch....				2			2		2
Falling off side and end ladders of cars.....				79		2	81		81
While working handbrake.....				70			69		70
Handling freight and baggage.....				13		1	14		14
Loading and unloading O.C.S. material.....				17			17		17
Work train equipment, coal chutes and water tanks.....			2	16	1		19	3	16
Cars moved while being loaded or unloaded.....					1	1	2	1	1
Carmen working on or under cars on running track when moved.....			1	2			3	1	2
Coupling and uncoupling hose.....			1	13			14	1	13
Turning angle-cock.....				11			11		11
Coach window falling.....		5					5		5
Loads shifting in transit or switching.....				8		1	8		9
Falling or jumping off passenger train between stations.....	4	14			1	2	21	5	16
Cars running away; not under control.....		1		12		2	10		15
Washout.....				1			1		1
Individual derailment of equipment in yard tracks.....		1	1	10			12	1	11
Caught between running boards.....				3			3		3
Totals.....	34	534	91	1,722	291	767	2,533	416	3,023

STATEMENT No. 4.—CHARACTER OF ACCIDENTS AND NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR YEAR ENDED DECEMBER 31, 1947

	C.N.R.			C.P.R.			Miscellaneous Railways			Total		
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured
Derailment.....	26	2	96	7	3	31	3	.....	6	36	5	133
Collision head-on.....	9	32	185	4	.....	12	.....	.....	.....	13	32	197
Collision rear-end.....	10	1	30	11	1	32	5	4	16	26	6	78
Collision in yard.....	2	1	2	.....	.....	.....	.....	.....	.....	2	1	2
Collision with ears account open switch.....	.....	.....	.....	.....	.....	.....	3	1	13	3	1	13
Equipment struck in yard during switching or transfer movement.....	5	.....	7	5	.....	5	.....	.....	.....	10	.....	12
Sideswipe.....	8	.....	12	5	2	5	.....	.....	.....	13	2	17
Public highway crossing protected by gates.....	3	.....	3	1	.....	2	2	1	1	6	1	6
Public highway crossing protected by bell.....	5	4	3	2	.....	2	1	1	2	8	5	9
Public highway crossing protected by bell and wigwag.....	24	6	32	6	.....	10	15	10	31	45	16	73
Public highway crossing protected by flashing lights and bells.....	4	4	6	2	.....	3	.....	.....	.....	6	4	9
Public highway crossing protected by watchman.....	4	.....	8	4	.....	8	2	.....	2	10	1	18
Public highway crossing unprotected.....	187	56	281	134	66	175	46	13	67	367	135	523
Private crossing.....	25	10	21	20	10	20	2	2	1	42	22	42
Trespassing.....	86	57	73	73	33	40	12	8	4	171	98	77
Working on or about engine.....	74	.....	75	89	1	1	5	.....	6	165	1	170
Miscellaneous.....	83	1	97	61	.....	61	9	.....	11	153	1	169
Adjusting couplers, coupling and uncoupling.....	29	2	27	31	.....	31	5	1	4	65	3	62
Run down by engine or car between stations.....	4	3	1	7	6	3	2	.....	.....	11	9	3
Accidents caused by hand car, motor or velocipede.....	60	2	81	12	3	13	8	.....	9	80	5	103
Hand car, motor car, velocipede struck by train.....	15	9	12	9	4	10	.....	.....	.....	24	13	22
Crawling between cars, over couplers.....	1	1	1	5	.....	5	.....	.....	.....	10	1	1
Passing between cars, between couplers.....	5	1	4	4	.....	4	.....	.....	.....	9	2	7
Struck by engine or cars on adjoining track.....	5	2	3	4	.....	4	.....	.....	.....	.....	.....	.....
Struck by switch, water spout, mail crane, or other projection.....	8	1	7	10	.....	10	3	1	2	21	2	19
Crushed between cars and buildings, lumber piles.....	4	.....	4	8	1	7	1	.....	1	13	1	12
Explosion of locomotive boiler.....	1	1	1	.....	.....	.....	.....	.....	.....	1	1	1
Getting on and off passenger train.....	25	.....	25	30	2	29	5	1	4	60	3	58
Injured when taking coal or water.....	5	.....	5	10	.....	10	2	.....	2	17	.....	17
Rock slides, or other obstructions on track.....	3	5	7	.....	.....	.....	1	.....	2	4	5	9
Rough coupling.....	47	.....	64	32	.....	32	5	.....	5	84	.....	101
Riding on pilot or footboard of engine.....	14	.....	14	11	.....	11	1	.....	1	26	.....	26
Obstructions, overhead and on ground.....	4	1	3	6	1	5	.....	.....	.....	10	2	8
Falling off top of car.....	21	1	20	15	4	11	1	.....	1	37	5	32
Falling between cars.....	3	2	1	1	.....	1	1	.....	1	5	2	3



Application and handling of air brakes, stopping of trains and adjusting slack.....	67	73	66	92	2	109	88	88	2	2	2	135	416	2,533	232	46	179	1,131	152	1,052	1,660	218	1,302
Employees getting off train in motion.....	92	90	62	61	1	23	29	21	9	9	9	163	3	59	9	2	2	6	8	1	1	5	202
Employees boarding train in motion.....	57	56	36	36	36	1	44	44	2	2	2	95	1	1	2	2	2	36	1	2	44	1	160
Slipped on ice.....	10	10	17	17	17	17	17	17	2	2	2	27	1	2	2	2	2	17	1	2	1	27	94
Doors closing and other minor accidents in baggage cars and coaches.....	109	109	88	88	88	109	88	88	5	5	5	202	15	202	5	5	5	17	15	202	15	202	202
Run down by engine or cars at stations or in yards.....	28	23	23	23	5	1	29	21	2	2	2	1	1	1	1	2	2	1	1	1	1	44	
Caught in frog, guard rail or switch rod.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Caught by engine or car while throwing switch.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
Falling off side and end ladders of cars.....	35	35	44	44	44	35	44	44	1	1	1	2	2	2	2	2	2	1	2	2	2	2	2
While working hand brake.....	23	23	42	42	42	23	42	42	4	4	4	81	1	81	4	4	4	4	1	4	4	4	81
Handling freight and baggage.....	5	5	9	9	9	5	9	9	2	2	2	69	1	69	2	2	2	9	1	2	2	70	
Loading and unloading O.C.S. material.....	7	7	8	8	8	7	8	8	2	2	2	14	1	14	2	2	2	14	1	2	2	14	
Work train equipment, coal chutes and water tanks.....	12	11	6	6	6	11	6	6	1	1	1	17	3	17	2	2	2	17	3	2	2	17	
Cars moved while being loaded or unloaded.....	2	1	1	1	1	2	1	1	1	1	1	19	1	19	1	1	1	19	1	1	1	16	
Carmen working on or under cars on running track when moved.....	1	1	1	1	1	1	1	1	1	1	1	2	1	2	1	1	1	2	1	1	1	1	
Coupling and uncoupling hose.....	1	1	1	1	1	1	1	1	1	1	1	3	1	3	1	1	1	3	1	1	1	2	
Turning angle-rock.....	5	5	6	6	6	5	6	6	3	3	3	14	1	14	3	3	3	14	1	3	3	13	
Coach window falling.....	2	2	2	2	2	2	2	2	1	1	1	11	1	11	1	1	1	11	1	1	1	11	
Loads shifting in transit or switching.....	6	6	6	6	6	6	6	6	1	1	1	5	1	5	1	1	1	5	1	1	1	5	
Falling or jumping off passenger train between stations.....	10	9	10	10	10	9	10	10	2	2	2	21	5	21	3	3	3	21	5	3	3	9	
Cars running away; not under control.....	7	11	2	2	2	11	2	2	1	1	1	10	1	10	2	2	2	10	1	2	2	16	
Washout.....	8	7	1	1	1	7	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	15	
Individual derailment of equipment in yard tracks.....	1	1	3	3	3	1	3	3	1	1	1	12	1	12	1	1	1	12	1	1	1	1	
Caught between running boards.....	1	1	2	2	2	1	2	2	2	2	2	3	1	3	1	1	1	3	1	1	1	3	
Totals.....	1,302	1,660	1,052	1,52	218	1,660	1,052	1,131	179	46	232	2,533	416	3,023	232	46	179	1,131	152	1,052	1,660	218	1,302

STATEMENT No. 5.—COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED, BY CLASS OF ACCIDENT, FOR YEARS ENDED DECEMBER 31, 1946, AND DECEMBER 31, 1947

	1946			1947			Increase			Decrease		
	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured	Acci- dents	Killed	Injured
Deraiment.....	22	2	63	36	5	133	14	3	70	.....	.....	.....
Collision head-on.....	15	8	109	13	32	197	.....	24	88	2	.....	.....
Collision rear-end.....	18	9	70	26	6	78	8	.....	8	3	.....	.....
Collision in yard.....	5	.....	59	2	1	2	.....	1	.....	.....	.....	57
Collision at diamond crossing.....	1	.....	2	.....	.....	.....	.....	.....	.....	1	.....	2
Collision with cars account open switch.....	3	.....	24	3	1	13	.....	1	.....	.....	.....	11
Equipment struck in yard during switching or transfer movement.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sideswipe.....	21	3	41	10	2	12	.....	.....	.....	11	.....	20
Public highway crossing protected by gates.....	21	3	41	13	2	17	.....	.....	.....	8	1	24
Public highway crossing protected by bell.....	6	1	7	6	1	6	.....	.....	.....	.....	.....	1
Public highway crossing protected by bell and wigwag.....	7	3	11	8	5	9	1	2	.....	.....	.....	1
Public highway crossing protected by flashing lights and bells.....	34	14	43	45	16	73	11	2	30	.....	.....	2
Public highway crossing protected by watchman.....	7	2	5	6	4	9	.....	2	4	1	.....	.....
Public highway crossing unprotected.....	5	.....	8	10	1	18	5	1	10	.....	.....	.....
Private crossing.....	293	100	413	367	135	523	74	33	110	.....	.....	.....
Trespassing.....	41	14	45	47	22	42	6	8	.....	.....	.....	3
Working on or about engine.....	176	91	90	171	98	77	.....	7	.....	5	.....	13
Miscellaneous.....	150	1	151	165	1	170	15	.....	19	.....	.....	.....
Adjusting couplers, coupling and uncoupling.....	212	8	220	153	1	169	.....	.....	.....	59	7	51
Run down by engine or car between stations.....	56	6	50	65	3	62	9	.....	12	3	.....	.....
Accidents caused by hand car, motor car or velocipede.....	11	8	3	11	9	3	.....	1	.....	.....	.....	.....
Hand car, motor car, velocipede struck by train.....	72	3	97	80	5	103	8	2	6	8	.....	16
Crawling between cars, over couplers.....	32	12	38	24	13	22	.....	1	.....	3	.....	3
Passing between cars, between couplers.....	4	.....	4	1	.....	1	.....	.....	.....	.....	.....	.....
Struck by engine or cars on adjoining track.....	8	2	6	10	1	9	2	.....	8	1	.....	8
Struck by switch stand, water spout, mail crane, or other projection.....	16	1	15	9	2	7	.....	1	.....	7	.....	.....
Crushed between cars and buildings, lumber piles.....	15	.....	15	21	2	19	6	2	4	.....	.....	.....
Explosion of locomotive boiler.....	9	1	8	13	1	12	4	.....	4	.....	.....	.....
Getting on and off passenger train.....	1	2	1	1	1	1	.....	.....	.....	1	.....	.....
Injured when taking coal or water.....	53	1	53	60	3	58	7	2	5	.....	.....	.....
Rock slides, or other obstructions on track.....	7	.....	7	17	.....	17	10	.....	10	.....	.....	.....
Rough coupling.....	6	.....	11	4	5	9	.....	5	.....	2	.....	2
Riding on pilot or footboard of engine.....	102	.....	117	84	.....	101	.....	.....	.....	18	.....	15
Obstructions, overhead and on ground.....	17	.....	17	26	.....	26	9	.....	9	.....	.....	.....
Falling off top of car.....	8	.....	8	10	2	8	2	2	.....	.....	.....	.....
Falling between cars.....	50	2	48	37	5	32	3	3	.....	13	.....	16
Falling from cars.....	1	1	.....	5	2	3	4	1	3	.....	.....	.....

Application and handling of air brakes, stopping of trains and adjusting slack.....	148	.....	164	135	.....	167	.....	3	13	.....	.....	.....
Employees getting off train in motion.....	97	.....	98	103	3	160	66	62	.....	.....	.....	.....
Employees boarding train in motion.....	73	2	71	95	1	94	22	23	.....	1	.....	.....
Slipped on ice.....	35	.....	35	27	.....	27	.....	.....	8	.....	8	.....
Doors closing and other minor accidents in baggage cars and coaches.....	132	.....	133	202	.....	202	70	69	.....	.....	.....	.....
Run down by engine or cars at stations or in yards.....	81	18	63	59	15	44	.....	.....	22	3	19	.....
Caught in frog, guard rail or switch rod.....	1	1	.....	1	.....	1	.....	1	.....	1	.....	.....
Caught by engine or car while throwing switch.....	1	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....
Falling off side and end ladders of cars.....	70	.....	70	81	.....	81	11	11	.....	.....	.....	.....
While working hand brake.....	60	1	59	69	.....	70	9	11	.....	.....	.....	.....
Handling freight and baggage.....	13	.....	13	14	.....	14	1	11	.....	1	.....	.....
Loading and unloading O. C. S. material.....	24	3	24	17	.....	17	.....	.....	7	3	7	.....
Work train equipment, coal chutes and water tanks.....	12	.....	12	19	3	16	7	4	.....	.....	.....	.....
Cars moved while being loaded or unloaded.....	3	.....	3	2	1	1	.....	.....	1	.....	2	.....
Carmen working on or under cars on running track when moved.....	.....	.....	.....	3	1	2	3	1	.....	.....	.....	.....
Coupling and uncoupling hose.....	11	.....	11	14	1	13	3	2	.....	.....	.....	.....
Turning angle-cock.....	12	.....	12	11	.....	11	.....	2	.....	.....	.....	.....
Coach window falling.....	7	.....	7	5	.....	5	.....	.....	1	.....	1	.....
Loads shifting in transit or switching.....	6	.....	6	8	.....	9	.....	3	2	.....	2	.....
Falling or jumping off passenger trains between stations.....	19	5	14	21	5	16	2	2	.....	.....	.....	.....
Cars running away; not under control.....	2	.....	3	10	.....	15	8	12	.....	.....	.....	.....
Washout.....	.....	.....	.....	1	.....	1	1	1	.....	.....	.....	.....
Individual derailment of equipment in yard tracks.....	7	.....	14	12	1	11	5	1	.....	.....	3	.....
Caught between running boards.....	6	.....	6	3	.....	3	.....	.....	3	.....	3	.....
.....	2,325	325	2,719	2,533	416	3,023	406	116	603	198	25	299

## TRANSPORT COMMISSIONERS OF CANADA

STATEMENT No. 6.—COMPARATIVE STATEMENT IN TOTALS OF KILLED AND INJURED FOR YEARS ENDED DECEMBER 31, 1946, AND DECEMBER 31, 1947

Railway	1946		1947		Increase		Decrease	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National.....	135	1,248	218	1,660	83	412		
Canadian Pacific.....	144	1,291	152	1,131	8			160
Algoma Central and Hudson Bay..	1	9	1	8				1
British Columbia Electric.....		16	3	27	3	11		
Central Vermont.....			1	1	1	1		
Dominion Atlantic.....	1	11	3	16	2	5		
Esquimalt and Nanaimo.....		3	2	11	2	8		
Essex Terminal.....	1	2		1			1	1
Grand River.....	4	9	2	13		4	2	
Great Northern.....		7	2	16	2	9		
Hull Electric.....	2						2	
Lake Erie and Northern.....			2	1	2	1		
London & Port Stanley.....	2			2		2	2	
Michigan Central.....	9	14	14	11	5			3
Midland Railway of Manitoba.....				2		2		
Montreal and Southern Counties...	1	9	3	12	2	3		
Napierville Junction.....			2	6	2	6		
New York Central.....		17		12				5
Niagara, St. Catharines and Tor- onto.....	1	5	1	12		7		
Nipissing Central.....		6						6
Northern Alberta.....	9	21	3	32		11	6	
Oshawa Electric.....		1		2		1		
Pere Marquette.....	3	2	1	7		5	2	
Quebec Central.....	4	10	4	12		2		
Quebec Railway, Light and Power	1	17	1	4				13
Sydney & Louisburg.....	1	1		1			1	
Temiscouata.....			1	3	1	3		
Toronto, Hamilton & Buffalo.....	5	17		19		2	5	
White Pass and Yukon.....	1	3		1			1	2
	325	2,719	416	3,023	113	495	22	191

	Accidents	Killed	Injured
1947.....	2,533	416	3,023
1946.....	2,325	325	2,719
Increase.....	208	91	304



REPORT OF THE COMMISSIONERS

Investigation File	Date	Railway	Place	Province	Killed	Injured	Remarks
44463	Jan. 29	C.N.R.	Ablene, near, Coronado Sub., Mileage 107.4	Alta.		1	Collision rear-end.
44460	Jan. 12	C.N.R.	Pembroke Junction, $\frac{1}{2}$ mile West, Beachburg Sub.	Man.		3	Collision rear-end.
44403	Jan. 14	C.N.R.	Portage la Prairie, Hartle Sub.	Man.		4	Collision head-on.
44415	Jan. 27	C.N.R.	Hartle Sub., Mileage 24	Man.	1	3	Collision rear-end.
44460	Feb. 4	C.N.R.	Sarnia Yard	Ont.	1		Collision in yard.
44815	Feb. 7	C.N.R.	La Tuque Sub., Mileage 17	Que.		1	Collision rear-end.
44552	Feb. 8	C.N.R.	Welby, Miniota Sub.	Sask.		1	Collision rear-end.
44539	Feb. 13	C.N.R.	Bathurst, Bathurst Sub., Mileage 122.61	N.B.		3	Collision head-on.
44663	Feb. 27	C.N.R.	Odell, Grand Falls Sub.	N.B.		1	Collision head-on.
44828	Mar. 18	C.N.R.	Fitzpatrick Yard, West End, Manouan Sub.	Que.	1		Collision head-on.
45031	Apr. 30	C.N.R.	Cann, Manouan Sub., Mileage 76.5	Que.		3	Collision rear-end.
44980	May 19	C.N.R.	Kashabowie Sub., Mileage 95.5	Ont.		1	Collision rear-end.
45127	May 20	C.N.R.	Semeterrie Yard, Main track, Val d'Or Sub.	Que.		12	Collision rear-end.
45285	June 12	C.N.R.	Macey, Dumville Sub., Mileage 19.76	Ont.		4	Collision head-on.
45360	July 4	C.N.R.	Orillia, Newmarket Sub., Mileage 86.3	Ont.		2	Collision in yard.
45434	July 24	C.N.R.	Shawinigan Falls, Grand Mere Sub., Mileage 22.9	Que.		6	Collision rear-end.
45434	Aug. 26	C.N.R.	St. Eloi, Rimouski Sub., Mileage 62.77	Que.		1	Collision head-on.
45537	Sept. 1	C.N.R.	Matapedia Sub., Mileage 66.5	Que.		3	Collision rear-end.
45733	Sept. 7	C.N.R.	Dugald, Minaki Sub., Mileage 115.2	Man.	31	163	Collision rear-end.
45733	Sept. 7	C.N.R.	Rimouski Sub., Mileage 29.6	Man.		3	Collision head-on.
46080	Dec. 3	C.N.R.	Hartle Sub., Mileage 53	Que.		2	Collision rear-end.
44427	Feb. 2	C.P.R.	Roscommon, Maple Creek Sd., Mileage 37.2	Sask.		14	Collision rear-end.
44720	Feb. 9	C.P.R.	Versailles, Adirondack Sub., Mileage 12.8	Que.		5	Collision rear-end.
44402	Feb. 11	C.P.R.	Expanse Sub., Mileage 1.5	Sask.		1	Collision rear-end.
44491	Feb. 15	C.P.R.	Yellow Grass, Portal Sub., Mileage 67.5	Sask.		1	Collision rear-end.
44824	Mar. 21	C.P.R.	Exshaw, Laggan Sub., Mileage 57	Sask.		1	Collision rear-end.
44819	Apr. 5	C.P.R.	Aroostook Yard, Schogomoc Sub., Mileage 105.8	Alta.		1	Collision rear-end.
44855	May 2	C.P.R.	Kananaskis, Laggan Sub.	Alta.		2	Collision rear-end.
45107	June 21	C.P.R.	Jack Fish, passing track, Heron Bay Sub.	Ont.		1	Collision rear-end.
43235	July 4	C.P.R.	Rutherford, North Bay Sub., Mileage 91.1	Ont.		1	Collision rear-end.
45544	Aug. 25	C.P.R.	Temiskaming Sub., Mileage 7, Cermate, $\frac{1}{2}$ mile North.	Ont.		3	Collision rear-end.
45581	Sept. 2	C.P.R.	St. Johns, Red Deer Sub.	Alta.	1		Collision rear-end.
45540	Sept. 2	C.P.R.	Labelle Yard, Ste. Agathe Sub., Mileage 80.5	Que.		4	Collision head-on.
45571	Sept. 14	C.P.R.	Vener, Cartier Sub., Mileage 33.9	Ont.		1	Collision rear-end.
45516	Sept. 14	C.P.R.	Rosser, Carberry Sub., Mileage 15.9	Man.		6	Collision rear-end.
45707	Oct. 8	C.P.R.	Rutter, Parry Sound Sub., Mileage 90.5	Ont.		1	Collision rear-end.
44548	Jan. 13	C.P.R.	Preston Sta. Yard	Ont.		1	Collision rear-end.
44478	Jan. 18	B.C.E.	Vanouver, corner of 1st Ave. and Victoria Drive	B.C.		12	Collision account open switch.
44753	Mar. 10	Q.R.L. & P.	St. Johns, Quebec Sub., Mileage 110.5	Que.	4	5	Collision rear-end.
44825	Mar. 26	N. St. C. & T.	Niagara Falls, Dunn St. Mileage 3.30	Que.		2	Collision rear-end.
44918	May 27	G.R.R.	Galt, C.P. Jet, Spur leading to	Ont.		6	Collision rear-end.
44552	Aug. 20	G.R.R.	Brighton	B.C.	1		Collision account open switch.
45634	Oct. 27	B.C.E.	Parnell & Garland Sliding, Port Dalhousie Sub., Mileage 3.95	B.C.		2	Collision rear-end.
O.D.X. 90466	Dec. 15	N. St. C. & T.	Totals	Ont.	40	290	Collision account open switch.

	Number of Accidents	Killed	Injured
1947	44	40	290
1946	42	17	264
Increase	2	23	26

STATEMENT No. 8.—DERAILMENTS INVOLVING PERSONAL INJURY DURING THE YEAR ENDED DECEMBER 31, 1947

Investigation File	Date	Railway	Place	Province	Killed	Injured	Remarks
44353	Jan. 8	C.N.R.	Loggieville Sub., Mileage 6-30.....	N.B.	.....	1	Spread track.
44418	Jan. 10	C.N.R.	Caraquet Sub., Mileage 38-50.....	N.B.	.....	3	Wedge plow derailed on account of hard snow.
44632	Jan. 10	C.N.R.	Brockville, Manitoba Yard.....	Ont.	.....	13	Tire on coach wheel broke.
44424	Jan. 20	C.N.R.	Tignish Sub., Mileage 37-77.....	P.E.I.	.....	2	Spread track.
44584	Feb. 9	C.N.R.	Qu'Appelle Sub., Mileage 60.....	Sask.	.....	6	Snow plow derailed when same struck heavy snow drift.
44684	Feb. 10	C.N.R.	Joliette Yard.....	Que.	.....	1	Deraiment due to snow conditions on track.
44457	Feb. 10	C.N.R.	Hartney Sub., Mileage 27.....	Man.	.....	3	Broken rail.
44524	Feb. 16	C.N.R.	Mount Robson, Albreda Sub.....	B.C.	.....	1	Train struck snowslide and was derailed.
44721	Feb. 27	C.N.R.	Bengough Sub., Mileage 7.....	Sask.	.....	2	Spread track.
44528	Feb. 28	C.N.R.	Blackfoot Sub., Mileage 41.....	Alta.	.....	2	Burnt journal.
44564	Mar. 4	C.N.R.	Rabbitt, Centreville Sub., Mileage 49-79.....	N.B.	.....	1	Car derailed account of snow conditions.
44828	Apr. 27	C.N.R.	Sussex Sub., Mileage 58-6.....	N.B.	.....	1	Broken rail.
44852	May 1	C.N.R.	Melville, Touchwood Sub.....	Sask.	.....	2	Open switch.
44924	May 10	C.N.R.	St. James Tower, East of, Gladstone Sub.....	Man.	.....	1	Tender and two cars derailed. Joint on steam pipe became disconnected.
45020	May 23	C.N.R.	Whitebear Sub., Mileage 12.....	Sask.	.....	1	Deraiment attributable to track condition.
45028	May 30	C.N.R.	St. Jean Chrysostome, Armagh Sub., Mileage 99-9.....	Que.	.....	3	Deraiment caused by nut wilfully placed on track.
44987	May 31	C.N.R.	Lewvan Sub., Mileage 23.....	Sask.	.....	2	Deraiment, due to a tight friction on box car.
45016	June 13	C.N.R.	Bengough Sub., Mileage 68.....	Sask.	.....	1	Defective side bearings.
45296	June 30	C.N.R.	Tete Jaune Sub., Mileage 45-5.....	B.C.	.....	1	Soft track.
45263	July 9	C.N.R.	Wykes, Manouan Sub., Mileage 112.....	Que.	.....	1	Sun kink.
45462	July 12	C.N.R.	La Tuque Sd., Mileage 46 (St. Casimir)	Que.	.....	2	Deraiment owing to track conditions.
45220	Aug. 10	C.N.R.	Kingston, Gananoque Sub.....	Ont.	2	19	Excessive speed on curve.
45502	Sept. 2	C.N.R.	Hartie Sub., Mileage 88-8.....	Man.	.....	3	Deraiment determined to have been caused by brake beam safety support having dropped off leading truck of car.
46173	Dec. 6	C.N.R.	Chambord, South leg of wye.....	Que.	.....	1	Deraiment of engine.
46154	Dec. 17	C.N.R.	Chandler Sub., Mileage 52-14.....	Que.	.....	2	Ice in flangeways at crossing.
45999	Dec. 22	C.N.R.	Anola, Minaki Sub.....	Man.	.....	21	Broken journal.
44914	Mar. 15	C.P.R.	Bedard, Ste. Agathe Sub.....	Que.	1	2	Locomotive derailed on curve owing to excessive speed.
44957	May 6	C.P.R.	Near Bristol, Shogomoc Sub., Mileage 79-4.....	N.B.	2	1	Deraiment, caused by heavy rains and flood conditions.

44074	May 15	C.P.R.	Grenville, Lachute Sub., Mileage 57-25.....	Que.....	17	Switch improperly set account being tampered with.
45019	June 5	C.P.R.	Dorval, East of, Winchester Sub.....	Que.....	1	Broken intermediate arch bar.
45250	July 18	C.P.R.	Westfort, Fort William Terminals.....	Ont.....	2	Yard engine shoving six cars along lead around curve, point car derailed and turned over on its side.
45244	July 24	C.P.R.	Biscotasing, Nemegos Sub., Mileage 54.4.....	Ont.....	1	Deraiment due to broken journal.
45573	Sept. 12	C.P.R.	Ivan East Sw., Nipigon Sub., Mileage 58-66.....	Ont.....	7	Broken rail.
44368	Jan. 3	C.N.R.	Endoit, Third Sub., Mileage 9-69.....	B.C.....	1	Engine ran by automatic signal showing red. Engine and leading car derailed.
44472	Jan. 27	N.A.R.	Fairview.....	Alta.....	1	Engine and seven cars derailed. Switch hook hanging loose on switch stand permitting switch points to open as engine passed over switch.
44757	Feb. 5	Q.C.R.	Near Bras, Quebec Sub., Mileage 116-3.....	Que.....	4	Ice and snow on rail at farm crossing, together with unlocated piece of metal beside rail.
			Totals.....		133	

	Number of Accidents	Killed	Injured
1947.....	36	5	133
1946.....	22	2	63
Increase.....	14	3	70

## STATEMENT No. 9.—TOTAL NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR THE TEN YEARS ENDED DECEMBER 31, 1947

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1938.....	4	371	48	814	227	477	279	1,662
1939.....	3	374	57	820	252	509	312	1,703
1940.....	5	304	58	872	250	578	313	1,754
1941.....	14	629	113	1,246	292	671	419	2,546
1942.....	44	779	123	1,225	283	661	450	2,665
1943.....	12	593	118	1,588	227	638	357	2,819
1944.....	10	472	87	1,820	256	585	353	2,877
1945.....	8	627	81	1,807	269	814	358	3,248
1946.....	5	435	89	1,677	231	607	325	2,719
1947.....	34	534	91	1,722	291	767	416	3,023
	139	5,118	865	13,591	2,578	6,307	3,582	25,016



STATEMENT No. 10.—TRESPASSERS KILLED AND INJURED, BY PROVINCES AND RAILWAYS, FOR YEAR ENDED DECEMBER 31, 1947

—	Prince Edward Island			Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Totals		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Killed	Injured	
Canadian National.....																												57	33	
Canadian Pacific.....				9	4	5	6	2	4	12	5	7	37	29	9				6	5	1	7	6	4	5	4	1	33	40	
British Columbia Electric.....							1		1	10	6	4	32	10	22	7	5	2	9	6	3	2	2		12	4	8	73		
Domion Atlantic.....																								1	1		1			
Esquimalt and Nanaimo.....				1																							1			
Great Northern.....																								1	1		1			
Grand River.....														1		1								1	1		1			
Lake Erie and Northern.....													2	2										2	2		2			
Michigan Central.....													2	2										2	2		2			
Niagara, St. Catharines and.....																														
Toronto.....													1	1													1			
Northern Alberta.....																						1	1		1	1	1			
Sydney and Lousburg.....																														
Totals.....	11	4	7	7	2	5	2	5	22	11	11	75	44	32	11	7	4	15	11	4	10	8	5	20	11	9	171	98	77	

STATEMENT No. 11.—PERSONS KILLED AND INJURED IN THE MORE PROMINENT ACCIDENTS ON THE VARIOUS RAILWAYS, UNDER THE JURISDICTION OF THE BOARD, SHOWN SEPARATELY FOR YEARS ENDED DECEMBER 31, 1943, 1944, 1945, 1946 AND 1947

	1943			1944			1945			1946			1947			Total		
	Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured	
Derailment.....	1	167		10	141		3	173		2	63		5	133		21	677	
Collision head-on.....	12	183		2	98		8	190		8	104		32	197		62	777	
Collision rear-end.....	5	122		2	129		6	109		9	70		6	78		28	908	
Collision in yard.....	2	13			2		22	29			59		1	2		3	48	
Collision at diamond crossing.....	1	6		1	6		20	22			24					13	114	
Collision with cars account open switch.....	33	37		33	20		40	110		20	74		27	112		153	456	
Highway crossing unprotected.....	78	365		108	303		91	507		100	413		135	532		512	2,172	
Highway crossing protected.....	8	51		5	46		3	76		6	50		3	56		35	285	
Adjusting couplers, coupling and uncoupling.....	104	95		92	70		110	75		91	38		98	77		405	407	
Trespassing.....	9	48		6	39		8	59		12	38		13	22		48	206	
Hand car, motor car, velocipede struck by train.....		25		1	18			17			15			19			94	
Struck by switch stand, water spout, mail crane, or other protection.....		13			8		1	13		1			2	12			54	
Crushed between cars and buildings, lumber piles.....		104		2	65		5	49		1	53		1	58		3	94	
Getting on and off passenger trains.....	3	40		2	42		5	22		2	48		5	32		18	329	
Falling off top of car.....	1	3								1			2	2		7	184	
Falling between cars.....	3	103		7	141		1	136			98		3	3		5	7	
Employees getting off train in motion.....	3	79		1	77			91		2	71		3	160		14	640	
Employees boarding train in motion.....	28	60		14	63		17	62		18	63		15	94		42	412	
Run down by engine or cars at stations or in yards.....	3	3		3	5					2			1	44		92	292	
Explosion of locomotive boiler.....										2			1	1		9	10	
Totals.....	301	1,593		290	1,417		298	1,761		275	1,349		354	1,645		1,518	7,765	

STATEMENT No. 12.—STATEMENT SHOWING HIGHWAY CROSSINGS AT WHICH IMPROVEMENTS HAVE BEEN EFFECTED AND THE NATURE OF SUCH IMPROVEMENT, DURING THE PERIOD OF TWELVE MONTHS ENDED DECEMBER 31, 1947

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements Effected	Date of Improvement
27039-1		Birch Hills Stn., 1st West, Sask.	C. N. R.	Approaches graded.	June 18, 1947
9437-610		Hamilton, Cannon St., Hagersville Sub., Ont.	C. N. R.	Depression between tracks removed.	July 4, 1947
27467-229		Moose Jaw, Avonlea Sub., Mileage 86-8, Sask.	C. N. R.	Approaches graded.	Oct. 20, 1947
26807-134		Pense Stn., 1st West, Indian Head Sds., Mileage 100-3, Sask.	C. P. R.	Approaches graded.	July 19, 1947
9437-836		Chatham, Colborne St., Windsor Sub., Mileage 63-92, Ont.	C. P. R.	Approaches graded.	June 18, 1947
9437-226		Milton, Martin St., Ont.	C. P. R.	Approaches graded.	Oct. 20, 1947
27811-160		Irvine Stn., 1st West, Maple Creek Sub., Mileage 125-9, Alta.	C. P. R.	Approaches brought to standard.	Sept. 26, 1947
9437-427		Nelles Corners, Cayuga Sub., Mileage 54-51, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly bell	Feb. 3, 1947
9437-655		Canfield Stn., East of, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly	Jan. 29, 1947
				viway.	
3681-6		Newcastle, Prince William St., N.B.	C. N. R.	Two flashing light signals and one bell installed; formerly bell	Nov. 26, 1947
26711-161		Peterboro, McDonnell and Park Street, Ont.	C. N. R.	Four flashing light signals and one bell installed; formerly un-	Jan. 20, 1947
27218-79		Elmsdale, Bedford Sub., Mileage 32-16, N.S.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	Jan. 20, 1947
26711-894		London, Egerton St., Thorndale Sub., Mileage 31-03, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	Jan. 20, 1947
26765-259		Welland, County of Crowland, Ont.	C. N. R.	Two flashing light signals and two bells installed; formerly un-	Jan. 23, 1947
26765-216		Brantford, Dunnville Sub., Mileage 72-3, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly bell	Feb. 22, 1947
26711-711		Beamsville, Ont.	C. N. R.	Three flashing light signals and one bell installed; formerly un-	April 12, 1947
26711-879		Bala Sub., Mileage 131-0, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	July 2, 1947
16589-6		Montreal, Chambly and Nicolet St., at Maisonneuve St., Longue	C. N. R.	Two flashing light signals and one bell installed; formerly un-	June 27, 1947
15836-1		Pointe Sub., Que.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	June 27, 1947
37640-126		Montreal, Aylwin and Joliette St. at Maisonneuve St., Longue Point	C. N. R.	Two flashing light signals and one bell installed; formerly un-	June 27, 1947
37640-127		Sub., Que.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	July 2, 1947
3681-26		Bala Sub., Mileage 125-4, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	July 2, 1947
26711-776		Bala Sub., Mileage 111-6, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	July 2, 1947
44280		Bala Sub., Mileage 111-6, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	July 2, 1947
26783-315		Drummondville Sub., Mileage 3-43, Que.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	May 20, 1947
27218-174		Shannonville Stn., 1st East, Gananoque Sub., Mileage 213-4, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	Aug. 28, 1947
26765-150		Clarkson, Oakville Sub., Mileage 16-62, Ont.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	Dec. 5, 1947
9437-1071		Victoriaville, Cinq Châteaux Road, Danville Sub., Mileage 56, Que.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	Aug. 23, 1947
26765-1071		Mahone Bay, Lunenburg Sub., Mileage 0-32 and 0-35, N.S.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	Mar. 8, 1947
26765-1071		Niagara Falls, Victoria Ave., Ont.	C. N. R.	Three flashing light signals and one bell installed; formerly un-	June 20, 1947
26765-1071		St. Laurent, Principal St., L'Assomption Sub., Mileage 40-54, Que.	C. N. R.	Three flashing light signals and one bell installed; formerly un-	Aug. 23, 1947
26765-1071		Granby, 3 miles South, Sherbrooke Highway, Granby Sds., Mileage	C. N. R.	Two flashing light signals and one bell installed; formerly un-	Aug. 27, 1947
27218-85		10-72, Que.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	July 7, 1947
		Maccan Stn., West of, Springhill Sub., Mileage 69-06, N.S.	C. N. R.	Two flashing light signals and one bell installed; formerly un-	

27218-153	Debert Stn., West of Springhill Sub., Mileage 11-23, N.S.	C.N.R.	Two flashing light signals and one bell installed; formerly watchman.	June 23, 1947
26752-247	Drummondville Sub., Mileage 90-89, Que.	C.N.R.	Two flashing light signals and one bell installed; formerly unprotected.	Oct. 9, 1947
26752-7	Manseau, Drummondville Sub., Mileage 52-57, Que.	C.N.R.	Two flashing light signals and one bell installed; formerly unprotected.	Nov. 28, 1947
9437-191	Breslau Stn. Yard, Brampton Sub., Ont.	C.N.R.	Two flashing light signals and one bell installed; formerly electric bell.	Nov. 7, 1947
26765-143	Paris, Market St., Ont.	C.N.R.	Two flashing light signals and one bell installed; formerly watchman.	Dec. 6, 1947
26765-142	Paris, Ayr Road, Ont.	C.N.R.	Three flashing light signals and one bell installed; formerly unprotected.	Dec. 5, 1947
27218-180	Bedford Sub., Mileage 15-09, Cobequid Road, N.S.	C.N.R.	Two flashing light signals and one bell installed; formerly bell...	Dec. 12, 1930
26752-87	L'Islet, East of Stn., Montserrat Sub., Mileage 64-6, Que.	C.N.R.	Two flashing light signals installed; formerly unprotected.	Aug. 14, 1947
23488	Oak Lake, 1st East of Stn., Man.	C.P.R.	Two flashing light signals and one bell installed; formerly automatic bell and additional lights.	July 28, 1947
33929	Kamloops, Mile 1-076 West of, B.C.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	April 26, 1947
9437-148	Komoka, 1-38 miles East, Windsor Sub., Mileage 9-12, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	April 18, 1947
26727-85	Alliston, Victoria St., MacTier Sub., Mileage 45-19, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell and wigwag.	Feb. 19, 1947
9437-1095	Alliston, Albert St., MacTier Sub., Mileage 44-99, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell...	Feb. 19, 1947
9437-720	Armstrong, Patrick St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 7, 1947
9437-407	Armstrong, John St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell...	Aug. 27, 1947
9437-408	Armstrong, Daniel St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell...	Feb. 7, 1947
9437-592	Carleton Place, Lake St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly single bell.	April 25, 1947
26727-65	Carleton Place, Albert St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	April 25, 1947
26727-44	Carleton Place, Moore St., Ont.	C.P.R.	Two flashing light signals and two bells installed; formerly watchman.	April 25, 1947
9437-1324	Hull, St. Redempteur St., Que.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	May 31, 1947
9437-605	Pakenham, White Lake Road, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell...	Jan. 28, 1947
21980	Renfrew, Hall St., Chalk River Sub., Mileage 58, 40, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Jan. 28, 1947
26727-34	Renfrew, Renfrew St., Chalk River Sub., Mileage 58-68, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 4, 1947
9437-586	Carleton Place, William St., Chalk River Sub., Mileage 17-79, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly single bell and wigwag.	Feb. 7, 1947
9437-558	Renfrew, Argyle St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly single bell.	Feb. 7, 1947
26727-83	Ramsay, Highway No. 29, Chalk River Sub., Mileage 20-6, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 7, 1947
26727-336	Chalk River Sub., Mileage 70-91, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 4, 1947
26727-479	Chalk River Sub., Mileage 84-4, Highway No. 17, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 15, 1947
9437-612	Ottawa, Russell Road, M. & O. Sub., Mileage 85-93, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Feb. 17, 1947
1008	Pembroke, Albert St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell...	Feb. 17, 1947
26727-103	Pembroke, Pembroke St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell and wigwag.	Feb. 15, 1947
26727-490	Parry Sound Sub., Mileage 4-78, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	July 2, 1947



STATEMENT No. 12—STATEMENT SHOWING HIGHWAY CROSSINGS AT WHICH IMPROVEMENTS HAVE BEEN EFFECTED AND THE NATURE OF SUCH IMPROVEMENT, DURING THE PERIOD OF TWELVE MONTHS ENDED DECEMBER 31, 1947—Continued

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements effected	Date of Improvement
35808	57991	Footes Bay, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	July 2, 1947
28100	68062	Hull, St. Hyacinthe St., M. & O. Sub., Mileage 89-20, Que.	C.P.R.	Two flashing light signals and one bell installed; formerly single bell.	June 3, 1947
26435	68187	Hull, Montclair Blvd., Lachine Sub., Mileage 117-65, Que.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	May 31, 1947
26727-205	68407	Village of Belle River (near), Windsor Sub., Mileage 94-26, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Aug. 18, 1947
27156-114	68552	Rosemere Stn., East of, Que.	C.P.R.	Two flashing light signals and one bell installed; formerly bell and wigwag.	July 12, 1947
26807-103	68925	Nipawin (near), White Fox Sub., Mileage 3-3, Sask.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Nov. 10, 1947
27156-246	68651	Cote St. Luc Rd., Adirondack Sub., Mileage 44-97, Que.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Oct. 9, 1947
26727-367	67747	Caradoc, Adelaide Rd., Windsor Sub., Mileage 15-12, Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	May 1, 1947
27156-145	69027	Highwater Stn., just South of, Que.	C.P.R.	Two flashing light signals and one bell installed; formerly unprotected.	Oct. 24, 1947
9437-226	68963	Milton, Martin St., Ont.	C.P.R.	Two flashing light signals and one bell installed; formerly bell and wigwag.	Dec. 12, 1947
14331	66975	West Fort William, Neebing Ave., Ont.	C.P.R.	Flashing light signals and automatic gates installed; formerly unprotected.	June 3, 1947
Case 4610	67280	Tilbury, Queen St., Ont.	M.C.R.	Flashing light signals and bell and short arm gates installed; formerly bells and wigwags.	June 5, 1947
28300-51	57338	Wilnot, Kentville Sub., Mileage 28-23, N.S.	D.A.R.	Two flashing light signals and one bell installed; formerly unprotected.	Mar. 18, 1947
29529-2	67571	New Westminster District, Municipality of Delta, B.C.	G.N.R.	Two flashing light signals and one bell installed; formerly unprotected.	Mar. 10, 1947
26711-891	68721	Preston, Eagle St., Ont.	G.R.R.	Two flashing lights and one right turn sign with yellow light installed; formerly unprotected.	Dec. 5, 1947
27802-2	68878	Hamilton, Beach Rd., Ont.	T.H. & B.	Two flashing light signals and one bell installed; formerly bell and wigwag.	Dec. 5, 1947
30099-1	69035	Scots Jet., Station, North of, Quebec Sub., Mileage 112, Que.	Q.C.R.	Two flashing light signals and one bell installed; formerly unprotected.	Dec. 8, 1947
26842-6	69059	Hagersville, Main St., Provincial Highway No. 6, Ont.	M.C.R.	Two flashing light signals and one bell installed; formerly two leaving traffic lane gates.	Oct. 4, 1947
31645-36	68200	Coleraine, 2nd North, Quebec Sub., Mileage 58-9, Que.	Q.C.R.	Diversion and two flashing light signals and one bell installed; formerly unprotected.	Nov. 8, 1947
Case 4698	69466	Windsor, Howard Ave., Ont.	N.Y.C.	Two manually controlled electric short arm gates, flashing light signals and bells installed; formerly manually controlled pneumatic gates.	May 1, 1947
15588-38	69847	Mount Royal, Lazard Ave., Mount Royal Sub., Que.	C.N.R.	New crossing constructed, flashing light signals and one bell and short arm gates installed.	Oct. 24, 1947
27401-30	67598	St. John, Wright St., N.B.	C.N.R.	Electric gates installed in lieu of manual gates.	Mar. 8, 1947
26727-180	67640	Colborne, 1st West of Stn., Chalk River Sub., Mileage 74-6, Ont.	C.P.R.	Additional wigwag added to single bell and wigwag.	Feb. 17, 1947
26727-324	67678	Payne Stn., 1 mile West, Chalk River Sub., Mileage 63-46, Ont.	C.P.R.	Additional wigwag installed; formerly single bell and wigwag.	Nov. 18, 1947
618-86	69044	Near Enskine, Lacombe Sub., Mileage 64-2, Alta.	C.P.R.	Bell and wigwag removed from 64-2 and installed at 62-63.	
618-102		Wallock Stn., East of, Swift Current Sub., Mileage 90-2, Sask.	C.P.R.	Public crossing constructed in lieu of private crossing. Two public crossings closed.	Aug. 25, 1947
26807-47	62840				



	Windsor, Howard Ave., Ont.	M.C.R.	Manually controlled electric gates and crossing bells in lieu of manually controlled pneumatic gates.	May 2, 1947
28867-127	London, Dundas St., Thorndale Sub., Mileage 29-90, Ont.	C.N.R.	Additional wigwag installed.	Jan. 28, 1947
29807-150	Guelph, Edinburgh Rd., Ont.	C.N.R.	Bells removed from wigwags	Jan. 14, 1947
Case 4998	Dorval, Pine Beach St., Que.	C.N.R.	New crossing constructed.	Mar. 21, 1947
9437-1211	Malartic, Berri St., Val d'Or Sub., Mileage 52-9, Que.	C.N.R.	New crossing diverted and crossings at 158-95 and at 159-5 are closed.	Oct. 27, 1947
9437-1028	Findlay, 4st East of, Gamaquoque Sub., Mileage 159-5, Ont.	C.N.R.	Highway diverted. Old crossing closed. New crossing constructed.	Oct. 7, 1947
33993	Near Smiths Falls, Highway No. 15, Smiths Falls Sub., Mileage 35-70, Ont.	C.N.R.	Brunch line constructed. One new crossing.	Oct. 30, 1947
49248-34	Vancouver, Second Ave. and Vernon Drive, B.C.	G.N.R.	Trees and other obstructions to sight lines removed.	Aug. 26, 1947
9437-1311	Bothwell, 1 mile West, Chatelain Sub., Mileage 35-54, Ont.	C.N.R.	Bushes in Northeast and Southwest corners of crossing cut down.	Mar. 8, 1947
26711-738	Loggieville, Sub., Mileage 10-60, N.B.	C.N.R.	Bushes in Northeast and Southwest corners of crossing cut down.	April 7, 1947
27182-8	Edmonton, 11th and 121st St., West Loop Sub., Mil. 2-34, Alta.	C.N.R.	Brush cleared.	July 11, 1947
27182-15	Cudworth Sub., Mileage 104-51, Sask.	C.N.R.	Knolls reduced in Northeast and Northwest angles of crossing.	July 24, 1947
33229-138	St. George, Sorel Sub., Mileage 79-3, Que.	C.N.R.	Trees and brush cleared in all four angles of crossing.	Oct. 20, 1947
27876-77	Riviere Bleue Stn., 2nd West, Glendyne Sub., Mil. 47-08, Que.	C.N.R.	Patch of alder trees removed from ditch in front of advance warning signs.	Oct. 24, 1947
27436-232	L'Islet Stn., near, Montmagny Sub., Mil. 64-6, Que.	C.N.R.	Two poles which obstructed view of flashing light signals, relocated.	Nov. 15, 1947
26782-402	Ingersoll, Mutual St., Ont.	C.N.R.	Brush cut.	Dec. 12, 1947
26782-407	Newcastle, Bathurst Sub., Mileage 79-18, N.B.	C.N.R.	Bushes cut down in-Northeast corner of crossing.	Dec. 20, 1947
26785-38	Ingersoll, Pemberton St., Ont.	C.N.R.	Top boards removed from return fences.	Dec. 20, 1947
26785-154	Ingersoll, McKean St., Dundas Sub., Mileage 99-51, Ont.	C.N.R.	Planking at the top of the return fences removed.	June 23, 1947
26785-155	Cobourg Stn., 2 miles East, Oshawa Sub., Mileage 30-6, Ont.	C.P.R.	Planking extended 26 feet and laid in line with roadway.	June 23, 1947
26787-384	Venev Stn., 1st West, Indian Head Sub., Mileage 100-3, Sask.	C.P.R.	Top board of the return fence removed and edge trimmed down.	July 7, 1947
26787-385	Near Britannia, Carleton Place Sub., Mileage 6-25, Ont.	C.P.R.	Trees on North side of track removed.	July 10, 1947
26787-386	Pense Stn., 1st West, Indian Head Sub., Mileage 100-3, Sask.	C.P.R.	Branches on trees trimmed.	July 17, 1947
26787-387	Penticton, Main St., Carleton Sub., Mileage 133-1, B.C.	C.P.R.	Brush on right of way cut down.	July 17, 1947
26787-388	Ingersoll, Mutual St., St. Thomas Sub., Ont.	C.P.R.	Brush on right of way cut down.	Aug. 20, 1947
26787-389	Ingersoll, Pemberton St., Ont.	C.P.R.	Brush on right of way cut down.	Aug. 20, 1947
26787-390	Ingersoll, Mutual St., Ste. Marie Sub., Ont.	C.P.R.	Brush on right of way cut down.	Aug. 20, 1947
26787-391	Aldershot, Mission Sub., Mileage 6-04, B.C.	C.P.R.	Brush cleared in Southeast and Southwest angles of crossing.	Aug. 20, 1947
26787-392	Ashted Stn., Mile South, Kluantan Sub., Mileage 11-5, Ont.	C.P.R.	Brush and grass cut and burned.	Dec. 15, 1947
26787-393	River Stn., 1st South, Victoria Sub., Mileage 114, 6, B.C.	E.R.N.	Scrub brush removed in all angles of crossing.	Dec. 15, 1947
26787-394	Kitchener, Ottawa St., Ont.	C.P.R.	Scrub brush removed in all angles of crossing.	Feb. 6, 1947
26787-395	Vanora, Rupert St., Third Subd., Mileage 13-22, B.C.	C.P.R.	Brush and trees removed or trimmed.	Oct. 22, 1947
26787-396	Upper Macquoddy, Sheet Harbor Rd., Dartmouth Sub., Mileage 89-70, N.B.	C.N.R.	Advance warning sign on North of North approach.	Mar. 21, 1947
26787-397	Sarnia, Exmouth St., Point Edward Sub., Mileage 2-40, Ont.	C.N.R.	Advance warning sign erected on West side of crossing.	May 26, 1947
26787-398	Cookstown, 2nd South, Milton Sub., Mileage 68-3, Ont.	C.N.R.	Reflectorized sign erected.	May 26, 1947
26787-399	Ville St. Laurent, St. Louis Sub., Que.	C.N.R.	Advance warning sign erected.	Nov. 25, 1947
26787-400	Grande Riviere Stn., 1st West, Chabot Sub., Mileage 54, Que.	C.N.R.	Standard crossing sign erected.	Nov. 25, 1947
26787-401	Frederickton, Riverview Sub., Mileage 71-7, N.B.	C.N.R.	Standard crossing sign installed West end of bridge.	Mar. 7, 1947
26787-402	Beaverbrook, 1st West of Stn., Bathurst Sub., Mileage 87-2, N.B.	C.N.R.	Standard crossing sign erected.	Mar. 7, 1947
26787-403	Yamaska East, 1st East, Sorel Sub., Mileage 54-9, Que.	C.N.R.	Standard crossing sign erected on North approach.	Aug. 17, 1947
26787-404	Frederickton, Carleton St., Centreville Sub., Mileage 69-81, N.B.	C.N.R.	Standard crossing sign erected.	Nov. 17, 1947
26787-405	St. Florence, Matapeia Sub., Mileage 40-57, Que.	C.N.R.	Standard crossing sign erected.	Dec. 28, 1947
26787-406	Ville St. Laurent, St. Louis Sub., Que.	C.N.R.	Private crossing sign erected.	Dec. 28, 1947
26787-407	Cumlin, Third St., Galt Sub., Mileage 114-14, Ont.	C.N.R.	Stop sign erected.	Nov. 25, 1947
26787-408	Audley, 3 miles West, Oshawa Sub., Mileage 54-34, Ont.	C.P.R.	Advance warning sign erected on each side of crossing.	Nov. 25, 1947
26787-409	Kendry, 1st West, Peterboro Sub., Mileage 31-3, Ont.	C.P.R.	Advance warning sign erected on each side of crossing.	June 14, 1947
26787-410	Penticton, Main St., Carleton Sub., Mileage 132-1, B.C.	C.P.R.	Reflectorized advance warning signs erected.	June 14, 1947
26787-411	Frederickton, Forest Hill Road, Frederickton Sub., Mileage 20-98, N.B.	C.P.R.	Advance warning signs erected.	July 15, 1947
26787-412	Drummondville, Marchand St., Drummondville Sub., Que.	C.P.R.	Standard crossing sign relocated.	Nov. 15, 1947
26787-413				Aug. 6, 1947

STATEMENT No. 12.—STATEMENT SHOWING HIGHWAY CROSSINGS AT WHICH IMPROVEMENTS HAVE BEEN EFFECTED AND THE NATURE OF SUCH IMPROVEMENT, DURING THE PERIOD OF TWELVE MONTHS ENDED DECEMBER 31, 1947.—*Concluded*

File No.	Order No.	Location of Crossing	Railway	Conditions at Crossing and Improvements Effected	* Date of Improvement
27073-150 3437-352	70072	Bowser Stn., 1st South, Victoria Sub., Mileage 114-6, B.C. London, Egerton St., Dundas Sub., Mileage 76-44, Ont.	E. & N. C.N.R.	Reflectorized advance warning sign erected. No engine, car or train shall pass over the crossing on main tracks at a speed greater than 25 miles per hour or on side tracks at a speed greater than 10 miles per hour. Maintained.	May 8, 1947 Jan. 13, 1949
26711-777	69018	Hamilton, Victoria Ave., Grimsby Sub., Ont.	C.N.R.	No engine, car or train moving Eastward shall pass over the crossing at a speed greater than ten miles an hour, and no engine, car or train moving Westward shall pass over the crossing at a speed greater than twenty miles an hour. Maintained.	May 26, 1947
9437-988	68062	Lafayette Stn., 1st East, St. Charles Boromee St., Grandmere Sub., Mileage 70-12, Que.	C.N.R.	Speed limitation of 10 miles an hour maintained.	May 16, 1947
19720 27555-74	69185 69375	Tisdale Stn., 2nd East, Tisdale Sub., Mileage 72-60, Sask. Kitchener, Edward St., Brampton Sub., Mileage 62-82, Ont.	C.N.R. C.N.R.	Speed limitation of 10 miles an hour maintained. All movements other than main tracks, between the hours of 11.00 p.m. and 6.00 a.m. daily, be protected by a member of the train crew.	July 4, 1947 Aug. 20, 1947
27929-71	68967	Port Lambton Stn., 2nd South of, Sarnia and Eriean Sub., Mileage 49-23, Ont.	P.M.R.	Speed limitation of 15 miles an hour maintained.	May 16, 1947

STATEMENT No. 13.—STATEMENT SHOWING THE NUMBER OF HIGHWAY CROSSINGS AT WHICH PROTECTION HAS BEEN COMPLETED AND THE NATURE OF PROTECTION, SET OUT BY PROVINCES, FOR THE TWELVE MONTHS ENDED DECEMBER 31, 1947

	Prince Edward Island	Nova Scotia	New Brun- swick	Quebec	Ontario	Manitoba	Saskat- chewan	Alberta	British Columbia	Totals
Approaches graded.....					3		3	1		7
Two flashing lights and one bell installed.....		5	1	16	38	1	1		2	64
Two flashing light signals installed.....				1						1
Three flashing lights and two bells installed.....					1					1
Three flashing lights and one bell installed.....		1			3					4
Four flashing lights and one bell installed.....					1					1
Two flashing lights and one right turn with yellow light					1					1
flashing light signals and automatic gates.....					1					1
Flashing light signals and bell and short arm gates.....					1					1
Two manually controlled short arm gates, flashing light					1					1
signals and bells.....					1					1
Manually controlled electric gates and crossing bells in lieu										1
of manually controlled pneumatic gates.....					1					m
Flashing light signals and one bell and short arm gates										1
installed.....				1						1
Electric gates installed in lieu of manual gates.....			1							1
Additional wigwag added to bell and wigwag.....					2					2
Additional wigwag installed.....					1					1
Bell and wigwag removed from mileage 64-2 and installed								1		1
at mileage 62-3, near Erskine, Alta.....										1
Public crossing constructed in lieu of private crossing,							1			1
two public crossings closed.....					1					1
Bells removed from wigwags.....				2					1	3
New crossings constructed.....					2					2
Diversion.....										24
Removal of obstructions to view.....					11		3	1	4	9
Advance warning signs installed.....		1	1	1	4				2	1
Advance warning signs repainted.....					1					1
Standard crossing sign installed.....										5
Standard crossing sign relocated.....			2	2		1				1
Stop signs erected.....				1						1
Private crossing sign erected.....				1						1
Speed limitations maintained.....				1	4		1			6
Totals.....		7	7	30	77	2	9	3	9	144

STATEMENT No. 14. HIGHWAY CROSSING ACCIDENTS SHOWING NUMBER OF PERSONS KILLED AND INJURED, BY PROVINCES, FOR THE YEAR ENDED DECEMBER 31, 1947

Railway	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total			
	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.		
Canadian National	5	5 22	18	5 25	14	6 25	43	11 70	101	33 131	8	2 10	19	5 26	17	3 20	2	4	227	70 333		
Canadian Pacific					3		26	8 54	53	28 66	19	8 21	15	4 20	20	11 21	13	8 17	140	67 292		
Algonia Central and Hudson Bay									3	4									3	4		
British Columbia Electric																		8	2 10	8	2 10	
Central Vancouver							1	1										1	1	1	1	
Central Alberta																		4	3 4	4	3 4	
Donnison and Nanaimo			4	3 4														4	1 6	4	1 6	
Esquimalt and Nanaimo									1	1								1	1	1	1	
Essex Terminal									4	8								4	1 1	4	1 1	
Grand Northern																		7	1 9	7	1 9	
London and Port Stanley										1	2							1	1 2	1	1 2	
Michigan Central									9	10 11	1	2						1	9 10 11	9	10 11	
Midland Railway of Manitoba																		1	3 2	1	3 2	
Montreal and Southern Counties							3	3 12										3	3 12	3	3 12	
Napierville Junction							2	2 3										2	2 3	2	2 3	
Northern Alberta																			2	2 3		
Oshawa Electric									2	2					3	7	1	1	4	4 8	4	4 8
Peter Marguerite									4	1 6								4	1 6	4	1 6	
Quebec Central							2	3										2	3 3	2	3 3	
Temiscouata					1	1	2	2										3	1 3	3	1 3	
Toronto, Hamilton and Buffalo									3	8									3	1 8		
Totals	5	5 22	22	8 29	18	6 29	79	26 145	181	72 239	28	10 33	34	9 46	40	14 48	35	12 47	442	162 838		

STATEMENT No. 15.—PARTICULARS OF ALL HIGHWAY CROSSING ACCIDENTS WITH DESCRIPTION OF PROTECTION OR NON-PROTECTION IN EFFECT FOR THE YEAR ENDED DECEMBER 31, 1947

	Prince Edward Island		Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total											
	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.	Acc.	K. I.										
Gates.....							1	1	5	1	5								6	1	6									
Beil.....			1	2			2	1	2	4	1	5							5	9										
Beil and Wagon.....			6	3	5	1	2	6	4	23	28	8	38		1			1	2	45	16	73								
Flashing lights and bells.....							4	3	8	2	1	1						3	1	8	5	13								
Wardman.....																				6	4	9								
Unprotected.....	5	5	22	15	3	24	17	6	27	66	18	111	133	61	174	28	10	33	32	8	43	40	14	48	31	10	41	367	135	523
Totals.....	5	5	22	22	8	29	18	6	29	79	26	145	181	72	239	28	10	33	34	9	46	40	14	48	35	12	47	442	162	838



STATEMENT No. 15-A.—PARTICULARS OF HIGHWAY CROSSING ACCIDENTS BY PROVINCE SHOWING PROTECTION OR NON-PROTECTION IN EFFECT AND "MOTORS" OR "OTHERS" FOR THE YEAR ENDED DECEMBER 31, 1947

	Gates						Bell						Bell and Wigwag						Flashing Lights and Bells						Watchman					
	Motor			Other			Motor			Other			Motor			Other			Motor			Other			Motor			Other		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Island.....																														
Nova Scotia.....																														
New Brunswick.....																														
Quebec.....																														
Ontario.....																														
Manitoba.....	3			4	2	1	1	4	1	5																				
Saskatchewan.....																														
Alberta.....																														
British Columbia.....																														
Totals.....	3			4	3	1	2	7	4	9	1	1				41	13	72	4	3	1	5	3	9	1	1	10	1	18	

	Unprotected						Total Motors						Total Others						Grand Totals					
	Motor			Other			Motor			Other			Total Others			Accidents			Killed			Injured		
	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.	A.	K.	I.
Prince Edward Island.....																								
Nova Scotia.....	5	5	22				5	5	22															
New Brunswick.....	15	3	24				21	7	29															
Quebec.....	17	6	27				18	6	29															
Ontario.....	63	15	110				72	21	142															
Manitoba.....	124	52	172	3	3	1	168	60	236	7	5	3												
Saskatchewan.....	26	8	33	2	2		26	8	33	2	2													
Alberta.....	29	7	40	3	1		31	8	43	3	1													
British Columbia.....	29	9	40	2	1	1	33	11	46	2	1	1												
Totals.....	347	119	515	20	16	8	413	140	627	29	22	11				442			162			638		

STATEMENT No. 16. STATEMENT SHOWING HIGHWAY CROSSING ACCIDENTS WITH NUMBER OF PERSONS KILLED AND INJURED ON RAILWAYS FOR THE TEN-YEAR PERIOD ENDED DECEMBER 31, 1947

	Accidents	Killed	Injured
1938.....	242	96	300
1939.....	243	102	348
1940.....	346	133	485
1941.....	380	137	521
1942.....	341	146	476
1943.....	301	111	439
1944.....	340	141	447
1945.....	382	131	617
1946.....	352	120	487
1947.....	442	162	638
Totals.....	3,369	1,279	4,758

STATEMENT No. 17.—CONTRIBUTING FACTORS INVOLVED IN VARIOUS CLASSES OF CROSSING ACCIDENTS FOR YEAR 1947

	Accidents	Killed	Injured
<i>Motor Vehicles Struck by Train—</i>			
Daylight Hours.....	167	80	228
Night Hours.....	95	37	144
Total.....	262	117	372
<i>Horse-Drawn or Other Vehicles Struck by Train—</i>			
Daylight Hours.....	4	5	2
Night Hours.....	2	2	1
Total.....	6	7	3
<i>Pedestrians Struck by Train—</i>			
Daylight Hours.....	11	7	4
Night Hours.....	13	9	4
Total.....	24	16	8
<i>Motor Vehicles Ran into Side of Train—</i>			
Daylight Hours.....	55	10	87
Night Hours.....	73	12	127
Total.....	128	22	214
<i>Accidents in which Railway Track Cars Involved—</i>			
Daylight Hours.....	20		35
Night Hours.....	2		6
Total.....	22		41
<i>Total Number of Accidents—</i>			
Daylight Hours.....	257	102	356
Night Hours.....	185	60	282
Grand Total.....	442	162	638

Number of accidents which occurred at crossings protected by Gates.....	6
Number of accidents which occurred at crossings protected by Bell.....	8
Number of accidents which occurred at crossings protected by Bell and Wigwag.....	45
Number of accidents which occurred at crossings protected by Flashing Lights and Bell.....	6
Number of accidents which occurred at crossings protected by Watchman.....	10
Number of accidents which occurred at crossings Unprotected.....	367
Total.....	442

REPORT OF THE COMMISSIONERS

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
44, 413	27, 218-179	Jan. 19	6 55 p.m.	C.N.R.	Musquodoboit, 1st West of Station, Dartmouth Sub., Mileage 81-70, North, N.S.		2	Unprotected.	Auto.
44, 414	26, 782-95	Jan. 26	7 50 a.m.	C.N.R.	Amqui, 1st East of Station, Matapédia Sub., Mileage 60-65, Que.	1	3	Single Bell and wig wag.	Snowmobile.
44, 376	9, 437-998	Jan. 22	9 23 a.m.	C.N.R.	Joliette, St. Charles Borromeo St., Grand Mere Sub., Mileage 79-12, Que.		2	Flashlight signal and bell.	Auto truck.
44, 375	26, 782-395	Jan. 27	5 06 a.m.	C.N.R.	Richmond Station, 5th East of Sherbrooke Sub., Mileage 70-44, Que.		1	Unprotected.	Auto truck.
44, 374	26, 782-293	Jan. 22	5 00 p.m.	C.N.R.	Meigs, Main St., 1st South, Granby Sub., Mileage 28-32, Que.		2	Unprotected.	Auto.
44, 332	20, 316-1	Jan. 19	7 20 a.m.	C.N.R.	Ville St. Pierre, Maple Ave., L'Assomption Sub., Mileage 46-5, Que.		1	Unprotected.	Auto Taxi.
44, 338	26, 782-349	Jan. 8	9 05 a.m.	C.N.R.	Trois Pistoles, 1st West of Station, Rimouski Sub., Mileage 56-39, Que.		1	Unprotected.	Snowmobile.
44, 336	26, 782-355	Jan. 9	6 17 a.m.	C.N.R.	St. Philippe de Neri, East of Montmagny Sub., Que.	2		Unprotected.	Horse drawn vehicle.
44, 373	9, 437-1287	Jan. 21	5 35 p.m.	C.P.R.	Magog, Lake St., Sherbrooke Sub., Mileage 86-8, Que.		1	Unprotected.	Auto.
44, 780	9, 437-1258	Jan. 8	11 08 a.m.	C.V.R.	Staubridge, 35 Mile North, Mileage 155-85, Que.	1	2	Unprotected.	Auto.
44, 333	6	Jan. 8	9 05 p.m.	C.N.R.	Peterboro, Charlotte St., Campbellford Sub., Mileage 83-55, Ont.		1	Unprotected.	Auto.
44, 337	26, 711-896	Jan. 31	22 09 K.	C.N.R.	Port William, Brown St., Kasabowice Sub., Mileage 5-39, Ont.		1	Unprotected.	Auto taxi.
44, 606	26, 711-896	Jan. 28	11 15 p.m.	C.N.R.	Blue Water Highway, Kinairline Sub., Mileage 55-59, Ont.	3	1	Unprotected.	Auto.
44, 450	26, 711-800	Jan. 26	2 50 a.m.	C.N.R.	Glen Christie, North of, Berarus Sub., Mile 25-43, Ont.		4	Unprotected.	Auto.
44, 337	26, 711-824	Jan. 18	3 45 a.m.	C.N.R.	Amptior, Division St., Renfrew Sub., Mileage 38-6, Ont.		1	Unprotected.	Auto truck.
44, 411	26, 711-543	Jan. 14	1 10 a.m.	C.N.R.	Merriton, St. David Road, Thorold Sub., Mileage 7-27, Ont.		1	Unprotected.	Auto.
44, 370	26, 765-24	Jan. 14	11 25 p.m.	C.N.R.	London, Adelaide St., Dundas Sub., Ont.		1	Unprotected.	Auto truck.
44, 409	26, 711-547	Jan. 1	6 07 p.m.	C.N.R.	Cookstown, Queen City St., Highway No. 89, Milton Sub., Mileage 68-32, Ont.		4	Unprotected.	Auto.
44, 420	26, 711-315	Jan. 17	9 30 p.m.	C.N.R.	Bothwell, 2nd West, Chatham Sub., Mileage 39-84, Ont.		2	Unprotected.	Auto.
44, 438	26, 782-183	Dec. 30	3 45 p.m.	C.N.R.	Sudbury, Wilma St., Copper Cliff Section Sub., Mileage 5, Ont.		1	Unprotected.	Auto.
44, 432	26, 727-2	Jan. 25	12 42 a.m.	C.P.R.	Cumlin, 3rd St., Galt Sub., Mileage 111-14, Ont.	1	1	Unprotected.	Auto truck.
44, 364	26, 757-557	Jan. 11	17 22 p.m.	C.P.R.	Port Arthur, Nipigon Sub., Mileage 126-46, Ont.		2	Unprotected.	Auto.
44, 484	26, 176-5	Jan. 21	7 00 a.m.	A.C. & H.B.	Wyborn, Ont.		2	Unprotected.	Auto.
44, 429	27, 929-22	Jan. 21	3 30 p.m.	P.M.R.	Windsor, Tecumseh Road Sub., No. 1, Mileage 2, Ont.		2	Double bell and wig wag.	Auto.
44, 451	30, 873	Jan. 29	2 25 p.m.	T.H. & B.	Hamilton, Maple Ave. Crossing, Belt Line, Ont.		4	Bell and wig wag.	Railway Bus.
44, 449	27, 892-9	Jan. 7	6 10 p.m.	T.H. & B.	Hamilton, Gage Ave. North, Belt Line, Ont.		1	Unprotected.	Auto.
44, 350	28, 786-6	Jan. 14	1 56 p.m.	C.N.R.	Flintston, 96th St, 105th Ave., Edmonton Terminal Sub., Alta.		1	Unprotected.	Auto.
44, 463	29, 529-17	Jan. 23	12 20 p.m.	G.N.R.	Vancouver, Union St., B.C.		1	Unprotected.	Auto truck.
44, 455	29, 529-10	Jan. 23	12 20 p.m.	G.N.R.	Crescent, Rees St., Third Sub., B.C.	1		Unprotected.	Pedestrian.
44, 330	4, 472-7	Jan. 2	7 55 a.m.	B.C.E.	Vancouver, 12th Ave., New Island District No. 2, B.C.		1	Single bell and wig wag.	Auto.
44, 561	30, 520-21	Jan. 23	10 38 a.m.	G.N.R.	Saperton, 1st South, 3rd Sub., Mileage 144-48, B.C.		1	Unprotected.	Auto truck.
44, 458	33, 229-145	Feb. 1	4 25 p.m.	C.N.R.	Loganville Sub., Mileage 19-60, Wellington Road, N.B.		1	Unprotected.	Auto.
44, 730	26, 782-397	Feb. 24	9 25 p.m.	C.N.R.	Canby, 600 ft. from South Wye Switch, Alexandria Sub., Mileage 9-95, Que.		4	Unprotected.	Bus.
44, 499	26, 782-61	Feb. 24	12 48 p.m.	C.N.R.	St. Jerome, Briere St., Montfort Sub., Mileage 30-57, Que.		3	Unprotected.	Auto taxi.
44, 408	26, 782-272	Feb. 28	7 16 a.m.	C.N.R.	Laprairie, 1st North of Station, Massena Sub., Mileage 13-08, Que.		1	Unprotected.	Auto truck.
44, 531	26, 711-719	Feb. 7	11 30 a.m.	C.N.R.	Peffierlaw Station, 2nd North, Bala Sub., Mileage 56-9, Ont.		2	Unprotected.	Auto truck.
44, 452	26, 711-898	Feb. 8	9 45 a.m.	C.N.R.	Markham, 2 miles East, Exbridge Sub., Mileage 35, Ont.		1	Unprotected.	Auto.
44, 453	26, 711-862	Feb. 13	7 57 p.m.	C.N.R.	Lindsay, Albert Sub., Exbridge Sub., Mileage 75-63, Ont.		3	Unprotected.	Auto.
44, 516	26, 711-244	Feb. 15	9 50 p.m.	C.N.R.	London, Highbury Ave., Dundas Sub., Mileage 20-34, Ont.		1	Unprotected.	Auto.
44, 535	26, 711-869	Feb. 23	3 50 p.m.	C.N.R.	Vankleeck Sub., Mileage 15-94, Highway No. 34, Ont.		2	Unprotected.	Auto.
44, 697	5, 671-762	Feb. 23	3 50 p.m.	C.N.R.	Listowel, Newton Sub., Mileage 20-24, Ont.	1		Unprotected.	Auto.
44, 474	26, 727-560	Feb. 8	1 15 a.m.	C.P.R.	Oshawa Park Road, Oshawa Sub., Mileage 72-07, Ont.	1		Unprotected.	Auto.

## STATEMENT NO. 18—HIGHWAY ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1947—Continued

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
44 515	9 437 288	Feb. 14	5 40 p.m.	C.P.R.	London, Adelaide St., Galt Sub., Mileage 113-73, Ont.		1	Watchman.	Auto truck.
44 567	40 191	Feb. 17	10 05 p.m.	C.P.R.	Suburb, Douglas St., Webwood Sub., Ont.		1	Unprotected.	Auto.
44 517	3 701 56-1	Feb. 18	9 17 a.m.	C.P.R.	Galt, 3 miles S. of Oakville Sub., Mileage 84-34, Ont.	2		Unprotected.	Auto.
44 519	26 690 9	Feb. 20	7 28 p.m.	C.P.R.	Port Lambton, 1st South Sub., No. 2, Mileage 49-23, Ont.		3	Unprotected.	Auto.
44 686	27 923 71	Feb. 21	11 30 p.m.	P.M.R.	St. Lawrence, 1st East Sub., Mileage 1-58, Man.		1	Unprotected.	Auto.
44 492	34 992	Feb. 24	9 47 a.m.	C.P.R.	Winnipeg, 2nd South Sub., Mileage 33-14, Man.		2	Unprotected.	Auto truck.
44 436	38 877	Feb. 6	5 33 p.m.	Mid. of Man.	Lebanon, 1st West Sub., Mileage 27-5, Sask.		2	Unprotected.	Auto.
44 450	26 744-10	Feb. 13	2 15 p.m.	C.P.R.	Tofield, Viking Sub., Mileage 86-19, Alta.		3	Unprotected.	Auto.
44 521	26 567 192	Feb. 11	12 30 p.m.	C.P.R.	Edmonton, 2nd St., Edmonton Terminal Sub., Alta.		1	Unprotected.	Auto.
44 471	28 786 84	Feb. 11	6 50 a.m.	C.N.R.	Edmonton, 82nd St., Red Deer Sub., Mileage 46-33, Alta.		3	Unprotected.	Auto.
44 550	28 780 157	Feb. 12	3 15 p.m.	C.P.R.	South Edmonton, 88th Ave. and 104th St., Leduc Sub., Alta.		4	Unprotected.	Auto.
44 470	26 618 45	Feb. 9	12 37 p.m.	C.P.R.	Sapperton, North end of yard, Third Sub., Mileage 110-6, B.C.		1	Unprotected.	Auto.
44 612	29 528 20	Feb. 26	1 50 p.m.	C.N.R.	Windsor Junction, 1st South of Station, Bedford Sub., Mileage 15-09, N.S.	2		Bell and wigwag.	Auto.
44 504	27 218 180	Mar. 4	4 10 45 a.m.	C.N.R.	Fredericton, Barker St., Nashua Sub., Mileage 1-09, N.B.		4	Unprotected.	Auto.
44 559	33 228 142	Mar. 4	1 20 p.m.	C.N.R.	Richmond, Pierce's Crossing, St. Hyacinthe Sub., Mileage 1-95, Que.		2	Bell.	Auto.
44 728	9 437 173	Mar. 2	10 45 a.m.	C.N.R.	Lafayette, Notre Dame St., Danville Sub., Que.		1	Unprotected.	Auto.
44 497	9 437 821	Mar. 2	1 20 a.m.	C.N.R.	Lafayette, 1st West, Metropolis Sub., Mileage 45-53, Que.		1	Unprotected.	Auto.
44 665	26 782 390	Mar. 15	1 05 p.m.	C.P.R.	Ste. Therese, Sanche St., Park Ave. Sub., Mileage 20-3, Que.		1	Gates.	Pedestrian.
44 718	27 156 17	Mar. 15	1 36 p.m.	C.P.R.	Toronto Terminals, Logan Ave., Ont.		1	Unprotected.	Auto.
44 643	9 437 639	Mar. 11	2 15 a.m.	C.N.R.	Strathroy, Curadale St., Highway No. 81, Stratford Sub., Mileage 19-85, Ont.		2	Double bell and wigwag.	Auto.
44 619	13 157	Mar. 11	11 50 p.m.	C.N.R.	Sarnia, Exmouth St., Point Edward Sub., Mileage 2-40, Ont.		1	Unprotected.	Auto.
44 695	56	Mar. 22	12 50 a.m.	C.N.R.	Hamilton, King William St., at Ferguson Ave., Hagersville Sub., Mileage 0-78, Ont.		2	Unprotected.	Auto.
44 660	26 711-145	Mar. 25	7 28 p.m.	C.N.R.	Corwall, 1st East, Marlborough St., Cornwall Sub., Mileage 67-21, Ont.		1	Unprotected.	Auto.
44 624	26 765-171	Mar. 27	10 48 p.m.	C.N.R.	Hovesville Road, Beachburg Sub., Mileage 5-17, Ont.		1	Unprotected.	Auto.
44 655	3 878 325	Mar. 27	2 45 a.m.	C.N.R.	Finch Station, just West, Winchester Sub., Mileage 74-3, Ont.		3	Unprotected.	Auto.
44 553	26 727-276	Mar. 1	6 05 p.m.	C.P.R.	Martin, 1st East of, 2-2 miles East, Kanimistiquia Sub., Mileage 117-03, Ont.		3	Unprotected.	Auto.
44 526	37 640 42	Mar. 8	11 23 a.m.	C.P.R.	South Ste. Marie, Bruce St., Thessalon Sub., Ont.			Unprotected.	Auto.
44 683	9 437 729	Mar. 24	11 20 p.m.	C.P.R.	Dundalk, Victoria Avenue Crossing, Ont.		2	Unprotected.	Auto.
44 737	26 727 561	Mar. 22	11 25 a.m.	C.P.R.	Sudbury, Riverside St., Cartier Sub., Mileage 9-07, Ont.	1		Unprotected.	Pedestrian.
44 565	26 737 263	Mar. 1	12 40 a.m.	C.P.R.	Aylmer Station, 1st East, Highway No. 73, Main Sub., Mileage 104-35, Ont.	1		Double bell and wigwag.	Auto truck.
44 620	26 842 17	Mar. 25	4 25 p.m.	M.C.R.	Manitowish Station, 3rd East, Town Line Road, Main Line Sub., Mileage 213-71, Ont.	2		Unprotected.	Auto truck.
44 519	26 842 163	Mar. 4	10 01 a.m.	M.C.R.	St. Boniface, 1st East, 3rd Crossing South, Letellier Sub., Mileage 0-5, Man.	2		Unprotected.	Auto.
44 731	24 632	Mar. 22	21 45 K.	C.N.R.	Winnipeg Beach Sub., Mileage 14-8, Man.	1		Unprotected.	Auto.
44 649	26 744 103	Mar. 14	5 32 p.m.	C.N.R.	St. Boniface, Plinquet St., 1st South of Station	1		Unprotected.	Auto.
44 566	27 365 173	Mar. 10	5 48 p.m.	C.P.R.	Fort Qu'Appelle Station, 1st West, Lewvan Sub., Mileage 107-9, Sask.	1		Unprotected.	Auto.
44 648	21 822	Mar. 12	1 45 a.m.	C.N.R.	Prince Albert, 2nd Ave. West, Duck Lake Sub., Sask.	1		Unprotected.	Auto.
44 647	27 407 231	Mar. 21	9 45 a.m.	C.N.R.	Edmonton, 104th and 108th St., Edmonton Terminal Sub., Alta.	4		Unprotected.	Auto.
44 640	27 407 230	Mar. 14	4 40 p.m.	C.N.R.	Noland near Macleod Sub., Mileage 98-55, Alta.	1		Unprotected.	Auto.
44 723	27 407 106	Mar. 5	20 00 K.	C.N.R.	Egmont (near) Lac La Biche Sub., Mileage 32-4, Alta.	1		Unprotected.	Auto.
44 589	26 965 36	Mar. 5	9 45 p.m.	C.N.R.	Yale, Albert St., Cascade Sub., Mileage 26-96, B.C.	1		Unprotected.	Auto.
44 562	36 015 14	Mar. 8	6 00 a.m.	C.P.R.	Nanaimo, Fitzwilliam St., Victoria Sub., Mileage 72-6, B.C.	1		Unprotected.	Auto.
44 603	39 014-13	Mar. 9	5 00 p.m.	C.N.R.	Weldon Station, 1st North, Albert Sub., Mileage 21-82, N.B.	1		Unprotected.	Auto.
44 678	27 073 117	Mar. 29	3 47 a.m.	E. & N.				Unprotected.	Auto.
44 750	27 073 136	Mar. 29	20 35 K.	C.N.R.				Unprotected.	Auto.
44 741	33 226 140	April 9	8 30 p.m.	C.N.R.				Unprotected.	Auto.



44,759	33,229-150	April 12	8 10 p.m.	C.N.R.	Renous Station, 1st West, Nashuak Sub., Mileage 16-50, N.B.	3	2	Unprotected	Auto.
44,686	38,681-16	April 15	7 35 p.m.	C.N.R.	Sussex, Union St., Sussex Sub., Mileage 45-02, N.B.	1	1	Unprotected	Auto.
44,693	26,782-286	April 14	7 25 p.m.	C.N.R.	St. Johns Station, 2nd North, Renous Point Sub., Mileage 24-76, Que.	3	1	Unprotected	Auto.
44,751	27,156-214	April 20	7 30 p.m.	C.P.R.	Yamoussis, 1st West, Trois Rivières Sub., Mileage 26-67, Que.	3	2	Unprotected	Auto.
44,768	9,437-552	April 20	6 45 a.m.	C.N.R.	Ladon, Egerton St., Dundas Sub., Mileage 70-44, Ont.	1	1	Unprotected	Auto.
44,744, 758	26,711-900	April 2	5 08 p.m.	C.N.R.	Hyde Park, 1-73 miles North, Highway No. 22, Exeter Sub., Mileage 173, Ont.	1	1	Unprotected	Auto.
44,689	26,711-777	April 3	9 25 p.m.	C.N.R.	Hamilton, Victoria Ave., Grimsby Sub., Ont.	1	1	Unprotected	Auto.
44,771	26,711-92	April 11	3 55 p.m.	C.N.R.	West Fort William, Needing Ave., Lakeshore Sub., Ont.	1	1	Unprotected	Auto.
44,752	26,711-901	April 19	3 15 a.m.	C.N.R.	Welland Junction, 1st South, Huronshore Sub., Mileage 4-38, Ont.	2	2	Unprotected	Auto.
44,740	9,437-836	April 12	7 45 p.m.	C.P.R.	Chatham, Colborn St., Windsor Sub., Mileage 63-92, Ont.	1	1	Unprotected	Auto.
44,776	26,727-592	April 12	7 45 p.m.	C.P.R.	Corbeil, 1st East, North Bay Sub., Mileage 107-9, Ont.	1	1	Unprotected	Auto.
44,770	26,727-536	April 15	7 25 a.m.	C.P.R.	Kendry, 1st West, Peterboro Sub., Mileage 31-1, Ont.	1	1	Unprotected	Auto.
44,742	26,727-292	April 16	2 30 p.m.	C.P.R.	Gunge Station, 1st East of Ignace Sub., Mileage 55, Ont.	1	1	Unprotected	Auto.
44,733	9,437-138	April 16	10 22 a.m.	C.P.R.	Mull, 3rd East of, Town Line Road, Main Line Sub., Mileage 162-24, Ont.	2	2	Unprotected	Auto.
44,773	27,305-174	April 23	7 05 a.m.	C.P.R.	Boissevain, 2nd West of Station, Napinka Sub., Mileage 70, Man.	1	1	Unprotected	Auto.
44,708	Casse 4716	April 7	2 30 p.m.	C.P.R.	Winipeg, Logan Ave., Glenboro Sub., Man.	1	1	Unprotected	Auto.
44,772	15,957	April 7	9 00 p.m.	C.N.R.	Emerson, Bridge over Red River, Ridgeway Sub., Mile 71-7, Man	1	1	Unprotected	Auto.
44,809	27,497-282	April 26	16 45 K.	C.N.R.	Cudworth Sub., 14 poles of Mile 105, Sask.	1	1	Unprotected	Auto.
44,857	24,424	April 10	3 53 K.	C.P.R.	Greenhill Mine Spur, Victoria St., Crossnest Sub., Mileage 88-3, Alta.	2	2	Unprotected	Auto.
44,897	27,811-199	April 29	11 32 p.m.	C.P.R.	(Headley Sub., Mileage 112-1, Alta.	1	1	Unprotected	Auto.
44,767	27,073-133	April 9	11 32 p.m.	C.P.R.	Penticton, Main St., Carni Sub., Mileage 133-1, B.C.	3	2	Unprotected	Auto.
44,754	29,526-4	April 5	8 50 p.m.	C.N.R.	Vancouver, Rupert St., 3rd Sub., Mileage 153-22, B.C.	1	1	Unprotected	Auto.
44,781	27,218-186	May 6	5 48 p.m.	C.N.R.	Chesler Basin, 2nd East of Station, Chester Sub., Mileage 53-70, N.S.	2	1	Unprotected	Auto.
44,864	28,300-35	May 16	2 15 p.m.	D.A.R.	Auburn, 2nd West of Station, Kentville Sub., Mileage 19-31, N.S.	1	1	Unprotected	Auto.
45,064	28,782-403	May 30	5 55 p.m.	C.N.R.	Ellisons Crossing, Cascapedia Sub., Mileage 24-2, Que.	1	1	Unprotected	Auto.
44,880	27,652-12	May 10	1 55 a.m.	C.N.R.	Point St. Charles, Freight Shed, Montreal Terminals Sub., Que.	3	1	Unprotected	Auto.
44,975	27,156-226	May 31	11 05 a.m.	C.N.R.	Cowansville, South St., Newport Sub., Mileage 7-02, Que.	1	1	Unprotected	Auto.
44,973	27,156-208	May 26	8 12 p.m.	C.P.R.	Drummondville, Marchand St., Drummondville Sub., Mileage 59, Que.	1	1	Unprotected	Auto.
44,853	45,107	May 8	6 55 p.m.	C.P.R.	Bilodeau's Crossing, Teniscouata Rly., Mileage 49-50, Que.	1	1	Unprotected	Auto.
44,849	30,982 Pt. 3	May 14	12 42 p.m.	C.N.R.	Long Branch, 30th St., Oakville Sub., Mileage 8-76, Ont.	1	1	Unprotected	Auto.
44,883	26,765-276	May 29	2 05 a.m.	C.N.R.	Delhi, 2nd East, Highway No. 3, Cayuga Sub., Mileage 82-47, Ont.	1	1	Unprotected	Auto.
44,863	9,437-610	May 16	7 55 a.m.	C.N.R.	Hamilton, Cannon St., Hagersville Sub., Ont.	1	1	Unprotected	Auto.
45,009	26,711-903	May 16	6 20 a.m.	C.N.R.	Heart, 3rd East of Station, Kapuskasing Sub., Mileage 127-4, Ont.	1	1	Unprotected	Auto.
44,876	26,711-571	May 26	12 40 p.m.	C.N.R.	New Sarnia, 1st East, Highway No. 74, Cayuga Sub., Mileage 113-56, Ont.	1	1	Unprotected	Auto.
44,948	26,711-905	May 24	8 50 a.m.	C.N.R.	Pergus, North of, Pergus Sub., Mileage 49-97, Ont.	1	1	Unprotected	Auto.
44,779	26,711-902	May 1	5 56 p.m.	C.N.R.	Trenton Station, 2 miles East, Stickle's Xing, Oshawa Subdivision, Mileage 230-6, Ont.	3	1	Unprotected	Auto.
44,808	26,727-563	May 3	4 50 p.m.	C.P.R.	Alton, 4th North, Highway No. 24, Orangeville Sub., Mileage 30-8, Ont.	1	1	Unprotected	Auto.
44,753	26,727-564	May 5	12 50 p.m.	C.P.R.	Colourg Station, 2 miles East, Oshawa Sub., Mileage 30-6, Ont.	1	1	Unprotected	Auto.
44,774	27,365-20	May 1	6 07 p.m.	C.P.R.	Headingley, 1st South of Passenger Shelter, Glenboro Sub., Mileage 9-66, Man.	1	1	Unprotected	Auto.
44,868	27,467-228	May 31	9 05 K.	C.N.R.	Canora Station, 1st South, Yorkton Sub., Mileage 53-7, Sask.	2	1	Unprotected	Auto.
44,830	27,467-235	May 21	2 35 a.m.	C.N.R.	Rathisson, 1st East of Station, Langham Sub., Mileage 38-5, Sask.	1	1	Unprotected	Auto.
44,571	19,720-610	May 15	7 40 a.m.	C.N.R.	Tisdale Station, 2nd East, Tisdale Sub., Mileage 72-00, Sask.	1	1	Unprotected	Auto.
44,950	9,437-753	May 12	7 12 K.	C.N.R.	Prince Albert, 3rd Ave. West, Dark Lake Sub., Sask.	5	1	Unprotected	Auto.
44,801	27,467-224	May 6	7 20 a.m.	C.N.R.	Leowan Sub., Mileage 111-75, Sask.	1	1	Unprotected	Auto.
44,810	27,467-223	May 31	9 32 a.m.	C.N.R.	Wakaw, Meskanaw Sub., Mileage 55-68, Sask.	1	1	Unprotected	Auto.
44,995	26,807-71	May 3	17 23 K.	C.P.R.	Swift Current, West Crossing, Maple Creek Sub., Mileage 0-7, Sask.	1	1	Unprotected	Auto.
44,980	26,807-196	May 20	8 15 K.	C.P.R.	Roseton Junction, 1 mile North, Kerrobert Sub., Mileage 45, Sask.	1	1	Unprotected	Auto.
44,904	26,807-48	May 17	3 50 p.m.	C.P.R.	Indian Head Sd., Mileage 80-5, Balgonie Station, 4th West of, Sask.	1	1	Unprotected	Auto.
45,060	26,807-197	May 16	11 55 K.	C.P.R.	Leoville, Meadow Lake Sd., Mileage 34-2, Sask.	1	1	Unprotected	Auto.
44,884	28,756-128	May 19	10 20 K.	C.N.R.	Calgary, Intersection of 20th St., East, Calgary Terminal Sub., Mileage 2-58, Alta.	1	1	Unprotected	Auto.

STATEMENT No. 13.—HIGHWAY CROSSING ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1947—Continued

Invt. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
44,055	2,220-107	May 27	17.35 K.	C.N.R.	Peers, East of Station, Wabamun Sub., Mileage 109-79, Alta.	1	1	Unprotected.	Auto truck.
44,057	28,782-77	May 17	9.45 p.m.	C.N.R.	Edmonton, 11th Ave. and 121st St., West Loop Sub., Mileage 2-34, Alta.	2	2	Unprotected.	Auto.
44,007	28,786-6	May 22	10.15 p.m.	C.N.R.	Edmonton, 96th St., Edmonton Terminals Sub., Alta.	1	1	Unprotected.	Pedestrian.
44,910	27,811-90	May 22	6.05 K.	C.P.R.	Calgary, Intersection of 8th Ave. N.E., Red Deer Sub., Mileage 2-4, Alta.	3	3	Unprotected.	Auto.
44,885	39,014-14	May 19	11.45 a.m.	N.A.R.	Edmonton Sub., Mileage 7-22, Alta.	1	1	Unprotected.	Auto truck.
45,030	30,051-25	May 19	18.48 K.	B.C.P.	Vancouver, 11th Ave. West, B.C.	1	1	Unprotected.	Auto.
44,877	27,073	May 10	4.51 p.m.	B.C.P.	London, Lampson St., Victoria Sub., Mileage 1-76, B.C.	2	2	Bell	Auto.
45,139	33,550-90	June 26	5.25 p.m.	B.C.N.	Kensington Sub., Mileage 35-4, P.E.I.	1	1	Unprotected.	Auto.
44,066	183	June 23	9.25 a.m.	C.N.R.	Sydney, Townsend St., Sydney Sub., Mileage 101-45, N.S.	1	1	Bell and wigwag	Auto truck.
45,312	27-218-188	June 23	1.00 p.m.	C.N.R.	Sutherland Crossing, Scotia Sub., Mileage 6-30, N.S.	3	3	Unprotected.	Auto truck.
45,094	42-361	June 23	12.45 p.m.	C.N.R.	Yarmouth Sub., Mileage 133-36, N.S.	1	1	Unprotected.	Auto truck.
45,070	28,300-21	June 27	2.30 p.m.	D.A.R.	Bridgeport Sub., east of Station, Kentville Sub., Mileage 44-70, N.S.	1	1	Unprotected.	Auto truck.
45,070	30,107	June 17	10.00 p.m.	C.N.R.	Beaverbrook, Bathurst Sub., Mileage 57-81, N.B.	1	1	Bell	Pedestrian.
45,063	33,598	June 26	8.45 p.m.	C.N.R.	St. John's, 1st East, Cornwall Sub., Mileage 6-37, Que.	1	1	Cates	Pedestrian.
45,165	9,437-635	June 26	8.40 p.m.	C.N.R.	St. Hubert, Mount Royal Sub., Mileage 35-35, Que.	1	1	Unprotected.	Auto.
45,062	26,782-405	June 30	10.15 p.m.	C.N.R.	Edmonton, near Mount Royal Sub., Mileage 10-3, Que.	1	1	Bell and wigwag	Bicyclist.
45,062	9,437-325	June 30	4.20 p.m.	C.P.R.	Beaconsfield, Winchester Sub., Mileage 10-3, Que.	1	1	Bell and wigwag	Auto.
44,994	9,437-306	June 21	10.00 a.m.	C.N.R.	Alexandria Station, 1st West, Main St., Alexandria Sub., Mileage 80-15, Ont.	1	1	Bell and wigwag	Auto.
45,037	26,711-316	June 13	11.45 p.m.	C.N.R.	London, East, Dundas St., Thorncliffe Sub., Ont.	4	4	Unprotected.	Auto.
44,996	26,765-38	June 17	7.45 p.m.	C.N.R.	Ingersoll, Mutual St., Dundas Sub., Mileage 38-72, Ont.	1	1	Unprotected.	Auto.
44,932	26,711-632	June 7	2.39 p.m.	C.N.R.	Ingersoll, McKean St., Dundas Sub., Mileage 39-51, Ont.	1	1	Unprotected.	Auto.
44,980	26,711-164	June 7	9.07 a.m.	C.N.R.	North Bay, 1st North, Main St., Huntsville Sub., Mileage 43-4, Ont.	1	1	Unprotected.	Auto.
44,970	18,402-87	June 2	7.25 p.m.	C.N.R.	North Bay, 1st North, Main St., Huntsville Sub., Mileage 62-42, Ont.	1	1	Unprotected.	Auto.
45,202	23,711-007	June 27	4.00 p.m.	C.N.R.	Oakville, 1st North, Main St., Oakville Sub., Mileage 21-36, Ont.	1	1	Unprotected.	Pedestrian.
45,030	25,711-096	June 20	7.37 p.m.	C.N.R.	Stratford, W. George St., Thorncliffe Sub., Mileage 0-45, Ont.	1	1	Bell	Auto.
45,032	9,437-272	June 27	6.34 p.m.	C.P.R.	Leamington, Hill West, Pelee Island Sub., Mileage 81-25, Ont.	1	1	Flash light sig.	Auto.
45,033	9,437-097	June 23	5.30 p.m.	C.P.R.	Britannia, March Road, Carleton Place Sub., Mileage 5-85, Ont.	1	1	Flash light sig.	Auto.
44,945	C-30-4790	June 6	12.40 a.m.	M.C.R.	Welland, King St., Detroit to Buffalo Sub., Mileage 25-23, Ont.	1	1	Gates	Pedestrian.
44,993	26,842-55	June 18	8.40 a.m.	M.C.R.	Welland, 3rd West of Station, Main Line Sub., Mileage 15-30, Ont.	1	1	Bell and wigwag	Auto truck.
45,051	27,929-72	June 19	11.15 p.m.	P.M.R.	St. Thomas, 1st Crossing West of Kettle Bridge, Sub. No. 1, Mileage 125-63, Ont.	1	1	Unprotected.	Auto.
44,985	27,929-50	June 5	2.58 p.m.	P.M.R.	Bridgetown, 1st East of Station, Victoria Ave., Sub. No. 1, Mileage 84-10, Ont.	1	1	Bell and wigwag	Pedestrian.
45,184	21,020	June 19	10.35 p.m.	C.N.R.	St. Boniface, Dawson St. Crossing, Man.	2	2	Unprotected.	Auto.
45,122	27,305-165	June 27	18.04 K.	C.P.R.	Estevan Sub., Mileage 58-6, Man.	2	2	Unprotected.	Auto truck.
45,069	27,305-176	June 28	9.55 K.	C.P.R.	Regina, 1st West, Broadbent Sub., Mileage 51-4, Man.	2	2	Unprotected.	Auto.
45,252	27,467-298	June 23	9.20 K.	C.N.R.	Regina, Elphinstone St., Regina Terminals, Sask.	1	1	Unprotected.	Auto.
45,115	28,786-158	June 23	8.20 K.	C.N.R.	Alliance Sub., Mileage 13-68, Alta.	1	1	Unprotected.	Auto.
45,072	27,811-200	June 23	8.10 K.	C.P.R.	Cresland, Brooks Sub., Mileage 144-5, Alta.	2	2	Unprotected.	Auto truck.
45,087	30,213-62	June 9	18.55 K.	C.N.R.	Willis St. Crossing, Yale Sub., Mileage 3-2 (Julia Is. Branch), B.C.	2	2	Unprotected.	Auto truck.
45,027	30,213-62	June 9	6.45 K.	C.N.R.	Rosedale, 2nd West of Station, Yale Sub., Mileage 65-72, B.C.	2	2	Unprotected.	Auto truck.
45,067	30,558	June 13	15.15 K.	C.P.R.	Fraser Mills, Broad St., Westminster Sub., Mileage 5-3, B.C.	2	2	Unprotected.	Auto.
45,058	30,051-56	June 2	11.24 K.	B.C.E.	Bridgeport Road, B.C.	1	1	Unprotected.	Auto.
45,030	30,051-30	June 7	7.10 a.m.	B.C.E.	New Westminster Highway, B.C.	4	4	Unprotected.	Auto.
45,253	29,529-22	June 30	9.55 a.m.	G.N.R.	Vancouver, Pender St., Burrard Inlet Line, B.C.	1	1	Unprotected.	Auto truck.
45,214	33,550-67	July 21	9.40 a.m.	C.N.R.	Millview, 1st South, Vernon Sub., Mileage 2-27, P.E.I.	3	3	Unprotected.	Auto truck.
45,138	27,218-91	July 3	9.05 a.m.	C.N.R.	Yarmouth Sub., Mileage 129-71, N.S.	1	1	Unprotected.	Auto.

33	229-65	July	23	10 00 a.m.	C.N.R.	St. Leonard, Bridge St., Mileage 87-73, Grand Falls Sub., N.B.	2	Bell and wigwag.	Auto.
35	257	July	23	3 06 p.m.	C.N.R.	Dulbeau, 1st West, Roberval Sub., Mileage 97-46, Que.	2	Unprotected.	Auto taxi.
36	752-281	July	23	12 35 a.m.	C.P.R.	Iberville, 9th Ave., Lemoyne Sub., Mileage 0-12, Que.	1	Unprotected.	Auto.
37	156-23	July	8	12 40 a.m.	C.P.R.	Papin, 1st North, Ste. Agathe Sub., Mileage 18-78, Que.	2	Flash light signal and bell.	Auto.
38	156-216	July	4	1 32 p.m.	C.P.R.	St. Joseph de Grantham, St. Leon St., Drummondville Sub., Mileage 58-3, Que.	1	Unprotected.	Auto.
39	156-281	July	4	5 35 a.m.	C.P.R.	Ennabour, Newport Sub., Mileage 14-78, Que.	1	Unprotected.	Auto truck.
40	156-246	July	4	9 10 p.m.	C.P.R.	Cote St. Luc, Attonilack Sub., Mileage 44-97, Que.	3	Unprotected.	Auto.
41	156-203	July	23	9 16 p.m.	C.P.R.	Greeney, Megantic Sub., Mileage 60-2, Que.	2	Unprotected.	Auto.
42	156-166	July	23	4 52 p.m.	M. & N.	Kitchener, Edward St., Brampton Sub., Mileage 5, Que.	1	Bell and wigwag.	Auto.
43	765-74	July	4	2 52 p.m.	C.N.R.	Kitchener, Edward St., Brampton Sub., Mileage 62-82, Ont.	6	Bell and wigwag.	Auto.
44	156-174	July	2	3 40 a.m.	C.N.R.	Stanford, 21 miles West, Welland Sub., Mileage 5-25, Ont.	1	Unprotected.	Auto.
45	156-207	July	2	3 40 a.m.	C.N.R.	Acton, 4 mile West of Main St., Brantford Sub., Mileage 36-20, Ont.	2	Unprotected.	Auto.
46	711-647	July	4	5 53 p.m.	C.N.R.	Smiths Falls, William St., Smiths Falls Sub., Mileage 35-08, Ont.	3	Unprotected.	Auto truck.
47	156-180	July	14	11 00 p.m.	C.N.R.	Smiths Falls, William St., Smiths Falls Sub., Mileage 35-08, Ont.	1	Unprotected.	Auto.
48	378-392	July	12	9 55 p.m.	C.P.R.	Thornton, Eastern Ave., Oshawa Sub., Mileage 107-3, Ont.	2	Gates.	Auto.
49	156-181	July	2	9 55 p.m.	C.P.R.	Midland, 1st North, MacTavish Sub., Mileage 67-24, Ont.	1	Bell and wigwag.	Auto truck.
50	727-390	July	2	1 30 a.m.	C.P.R.	Northville, 1 mile West of North Bay Sub., Mileage 112-3, Ont.	1	Unprotected.	Pedestrian.
51	727-565	July	5	5 22 a.m.	C.P.R.	Glen Gordon, 1 mile West of Cornwall Sub., Mileage 12-81, Ont.	3	Unprotected.	Auto.
52	727-570	July	5	2 22 a.m.	C.P.R.	Kemptville, 3rd South, Prescott Sub., Mileage 29-16, Ont.	1	Unprotected.	Auto.
53	727-571	July	5	9 40 a.m.	C.P.R.	Fremont, 1st West, Winchester Sub., Mileage 74-35, Ont.	5	Unprotected.	Auto.
54	156-176	July	5	10 30 p.m.	C.P.R.	Bolton, 1 mile south, MacTavish Sub., Mileage 20-48, Ont.	2	Unprotected.	Auto.
55	727-492	July	27	10 07 a.m.	C.P.R.	Selkirk, 1st north, Manitoba Ave., Winnipeg Beach Sub., Mileage 21-08, Man.	3	Unprotected.	Auto.
56	305-148	July	4	7 20 p.m.	C.P.R.	Man.	3	Unprotected.	Auto.
57	156-136	July	11	5 35 p.m.	C.P.R.	Matlock, 1st South, Winnipeg Beach Sd., Mileage 42-5, Man.	2	Unprotected.	Auto truck.
58	467-226	July	3	4 15 p.m.	C.N.R.	Normanton, Asquith Sub., Mileage 104, Sask	1	Unprotected.	Auto.
59	467-237	July	5	4 11 p.m.	C.N.R.	Spyhill, 2nd East, Mimota Sub., Mileage 80-9, Sask.	1	Unprotected.	Horse-drawn vehicle.
60	156-111	July	2	7 25 p.m.	C.P.R.	Secretan, 1 mile East, Swift Current Sub., Mileage 43-8, Sask	2	Unprotected.	Auto.
61	807-198	July	29	16 45 K.	C.P.R.	Asquith Sub., Mileage 33, Sask.	2	Unprotected.	Auto.
62	807-149	July	4	1 37 p.m.	C.N.R.	Bonnyville Sub., Mileage 17-81, Alta	1	Unprotected.	Auto.
63	789-180	July	5	10 07 p.m.	C.N.R.	Ryley, 1st West, Viking Sub., Mileage 75-14, Alta	2	Unprotected.	Auto.
64	156-141	July	14	7 10 p.m.	C.P.R.	Landbrook Station, 3rd West of Crownsnest Sub., Mileage 74-85, Alta.	1	Unprotected.	Tractor.
65	156-182	July	19	7 45 K.	C.P.R.	Carleton Place, 1st West, Taber Sub., Mileage 87-09, Alta.	1	Unprotected.	Auto.
66	773-118	July	9	9 55 a.m.	C.P.R.	Armstrong, Bridge St., Okanagan Sub., Mileage 32, B.C.	1	Unprotected.	Auto.
67	807-170	July	20	9 55 a.m.	B.C.P.	Westmin, Murray Harbor Sub., Mileage 45-08, P.E.I.	1	Unprotected.	Auto.
68	156-78	Aug.	30	7 35 p.m.	C.N.R.	Inverness Sub., Mileage 60-1, N.S.	15	Unprotected.	Auto.
69	218-189	Aug.	5	7 30 p.m.	C.N.R.	Montee Junction, St. Hyacinthe Sub., Mileage 40-30, Que.	4	Unprotected.	Auto truck.
70	465-381	Aug.	23	8 12 p.m.	C.N.R.	Que.	2	Flash light signal and bell.	Pedestrian.
71	729-314	Aug.	28	6 25 p.m.	C.N.R.	Yamaska East, 1st East of Station, Sorel Sub., Mileage 54-9, Que.	2	Unprotected.	Auto.
72	729-407	Aug.	19	5 00 p.m.	C.N.R.	Haulteau, Glendyne Sub., Mileage 47, Que.	2	Unprotected.	Auto.
73	156-8	Aug.	16	4 10 p.m.	C.P.R.	Bell West, 1st West of Station, M. & O. St., Mileage 90-4, Que.	1	Bell	
74	727-572	Aug.	19	9 15 a.m.	C.P.R.	Lorrainville, 1st South of Station, Temiskaming Sd., Mileage 97-1, Que.	4	Unprotected.	Auto.
75	156-127	Aug.	4	2 54 p.m.	C.P.R.	Lake Megantic, Megantic Sub., Mileage 2-9, Que.	1	Unprotected.	Auto taxi.
76	156-245	Aug.	9	3 03 a.m.	C.N.R.	Hamilton, Ottawa St., Grimsby Sub., Mileage 11-02, Ont.	1	Gates.	Auto.
77	937-938	Aug.	29	3 03 a.m.	C.N.R.	Lakeview, East of Oakville Sub., Mileage 10-19, Ont.	1	Bell and wigwag.	Bicycle.
78	711-793	Aug.	2	3 08 p.m.	C.N.R.	Downsville, Station 1-1 mile North, Newmarket Sub., Mileage 9-1, Ont.	2	Unprotected.	Auto truck.
79	156-681	Aug.	2	1 29 p.m.	C.N.R.	Fraserville, 1st West, Lakefield Sub., Mileage 23-58, Ont.	2	Unprotected.	Auto.
80	711-691	Aug.	17	6 40 a.m.	C.N.R.	Stoney Point Station, Chatham Sub., Mileage 81-95, Ont.	3	Unprotected.	Auto.
81	711-691	Aug.	17	6 40 a.m.	C.N.R.	Stollings Bridge, Hardman Sub., Mileage 4-47, Ont.	1	Unprotected.	Pedestrian.
82	727-573	Aug.	10	11 38 a.m.	C.P.R.	MacKey Station, 1-7 miles East, North Bay Sub., Mileage 22-5, Ont.	1	Unprotected.	Auto.
83	727-573	Aug.	10	11 38 a.m.	C.P.R.	Cramlin, 3rd St., Galt Sub., Mileage 11-14, Ont.	3	Unprotected.	Auto.
84	727-595	Aug.	21	6 52 a.m.	C.P.R.	Wainfleet, 1-50 miles West, Windsor Sub., Mileage 79-59, Ont.	1	Unprotected.	Auto.
85	465-384	Aug.	24	10 52 a.m.	C.P.R.	Railroad Station, 1st East, Thessalon Sub., Mileage 17-84, Ont.	2	Unprotected.	Auto.
86	727-441	Aug.	21	4 28 p.m.	C.P.R.	Kitchener Junction, 3rd North, Waterloo Sub., Mileage 11-4, Ont.	2	Unprotected.	Auto.
87	465-327	Aug.	1	11 33 p.m.	C.N.R.	Welland, 3rd West of Station, Main Line Sub., Mileage 15-30, Ont.	1	Double bell and wigwag.	Auto.
88	842-55	Aug.	9	11 33 p.m.	M.C.R.	Welland, 3rd West of Station, Main Line Sub., Mileage 15-30, Ont.	7	Double bell and wigwag.	Auto.
89	465-310	Aug.	9	11 20 a.m.	C.N.R.	Mistatin, 1st East of Station, Tisdale Sub., Mileage 41-1, Sask.	1	Unprotected.	Auto.
90	465-311	Aug.	19	11 20 a.m.	C.N.R.	Mistatin, 1st East of Station, Tisdale Sub., Mileage 41-1, Sask.	1	Unprotected.	Auto.



STATEMENT No. 18.—HIGHWAY CROSSING ACCIDENTS FOR THE YEAR ENDED DECEMBER 31, 1947—Continued

Inv. File	Board File	Date	Time	Railway	Place	Killed	Injured	Protection	Class of Accident
45,400	26,807-186	Aug. 25	10, 10 a.m.	C.P.R.	Leslie Station, 1st East, Wynyard Sub., Mileage 91-66, Sask.	1	1	Unprotected	Auto truck.
45,454	28,786-161	Aug. 29	18, 30 K.	C.N.R.	Elpheth Station, 1st East, Brazeau Sub., Mileage 57-44, Alta.		1	Unprotected	Auto.
45,575	28,786-161	Aug. 9	1, 25 a.m.	C.P.R.	South Edmonton, White Ave., 1st North of Station, Leduc Sub., Mileage 96-9, Alta.		1	Unprotected	Auto.
45,542	18,490	Aug. 9	8, 27 a.m.	C.P.R.	Grindrod, 1st North of Station, Okanagan Sub., Mileage 17-23, B.C.		2	Unprotected	Auto.
45,476	44,727	Aug. 24	24, 50 K.	B.C.E.	Broadway B.C.		1	Unprotected	Auto.
45,408	27,073-151	Aug. 13	4, 01 p.m.	E. & N.	Quakam Beach, 1st South of Station, Victoria Sub., Mileage 101-6, B.C.		1	Unprotected	Auto.
45,460	18,316	Aug. 16	3, 30 p.m.	G.N.R.	New Westminster, 24 miles North, Brunette St., B.C.		2	Unprotected	Auto taxi.
45,440	33,550-91	Sept. 14	1, 50 p.m.	C.N.R.	Summerside, Notre-Dame St., Tignish Sub., Mileage 0-63, P.E.I.		2	Unprotected	Auto.
45,667	27,218-120	Sept. 17	7, 10 p.m.	C.N.R.	Waverly, Dartmouth Sub., Mileage 2-23, N.S.		2	Unprotected	Auto truck.
45,477	27,218-138	Sept. 14	10, 10 p.m.	C.N.R.	Florence, 1st East of Station, Sydney Sub., Mileage 81-55, N.S.		1	Unprotected	Auto truck.
45,724	33,229-153	Sept. 26	11, 04 a.m.	C.N.R.	Forest Hill Crossing, Fredericton Sub., Mileage 68-81, N.B.		1	Unprotected	Bicycle.
45,693	27,401-95	Sept. 27	7, 25 a.m.	C.P.R.	Forest Hill Crossing, Fredericton Sub., Mileage 20-98, N.B.		1	Unprotected	Auto truck.
45,803	28,300-54	Sept. 26	10, 21 a.m.	D.A.R.	Dugby, Queen St., 3rd west of Station, Yarmouth Sub., N.S.		1	Unprotected	Auto.
45,644	28,077-22	Sept. 5	6, 10 p.m.	C.N.R.	Grande Riviere, Chandler Sub., Mileage 52-8, Que.		3	Unprotected	Auto truck.
45,456	27,156-217	Sept. 8	12, 11 a.m.	C.P.R.	St. Basile Station, 1st West, Quebec Sub., Mileage 129-52, Que.		1	Unprotected	Auto truck.
45,406	27,156-278	Sept. 8	7, 10 p.m.	C.P.R.	Ville LaSalle, Ladoue Ave., LaSalle Loop Sub., Mileage 0-42, Que.		1	Unprotected	Tractor and trailer.
45,461	27,156-132	Sept. 13	10, 40 a.m.	C.P.R.	Waterloo, Drummondville Sub., Mileage 16-3, Que.		7	Unprotected	Auto.
45,641	27,156-80	Sept. 26	9, 03 a.m.	C.P.R.	Montreal, 1st East of M. & O. Sub., Mileage 10-03, Que.		7	Unprotected	Auto truck.
45,692	27,156-282	Sept. 29	6, 35 p.m.	C.P.R.	Mont Laurier Yard, Ste. Agathe Sub., Mileage 138-05, Que.		2	Unprotected	Auto.
45,606	30,747-1	Sept. 24	9, 55 a.m.	N.J.R.	Napierville, 1/2 mile North, Rouses Point to Delson Sub., Que.	1	1	Unprotected	Auto.
45,475	13,854	Sept. 22	12, 20 p.m.	C.N.R.	London, Hale St., Dundas Sub., Mileage 75-35, Ont.		2	Unprotected	Auto.
45,518	26,765-207	Sept. 26	8, 22 a.m.	C.N.R.	Woodstock, 6-83 miles East, Dundas Sub., Mileage 42-73, Ont.		1	Double bell and wigwag.	Auto truck.
45,519	26,711-554	Sept. 29	10, 20 p.m.	C.N.R.	Sarnia, Vidal St., Point Edward Sub., Mileage 0-41, Ont.		2	Single bell and wigwag.	Auto.
45,451	26,711-912	Sept. 6	4, 42 a.m.	C.N.R.	Pganyville Station, 1-6 miles East, Renfrew Sub., Mileage 74-75, Ont.	3	3	Unprotected	Auto.
45,575	26,711-547	Sept. 22	8, 40 a.m.	C.N.R.	Cookstown Station, 2nd South, Milton Sub., Mileage 68-3, Ont.	1	1	Unprotected	Auto.
45,527	26,711-458	Sept. 26	11, 20 p.m.	C.N.R.	Foxboro Station, 1st West, Campbellford Sub., Mileage 7-75, Ont.		2	Unprotected	Auto.
45,574	26,711-914	Sept. 30	2, 00 p.m.	C.N.R.	Collingwood, 6th St., Allison Sub., Mileage 38-6, Ont.		1	Unprotected	Auto truck.
45,555	26,711-913	Sept. 30	3, 00 p.m.	C.N.R.	Wingham, Kincardine Sub., Mileage 28-07, Ont.		1	Unprotected	Auto.
45,400	26,711-911	Sept. 8	6, 43 p.m.	C.N.R.	Caladenia, Oakway St., Hagersville Sub., Mileage 17-19, Ont.		1	Unprotected	Police man.
45,497	26,727-575	Sept. 10	10, 35 a.m.	C.P.R.	Ashted Station, 1 mile South, Kingston Sub., Mileage 11-5, Ont.		2	Unprotected	Auto.
45,669	26,711-395	Sept. 30	9, 39 p.m.	C.P.R.	Belleville, George St., Belleville Sub., Ont.		1	Unprotected	Auto.
45,413	17,090-14	Sept. 12	1, 20 a.m.	A.C. & H.B.	Sault Ste. Marie, Wellington St., Soo Sub., Ont.		1	Watchman	Auto truck.
45,486	27,365-177	Sept. 15	8, 30 a.m.	C.P.R.	Nearford Sub., Mileage 5-37, Man.		1	Unprotected	Auto truck.
45,041-1	38,041-1	Sept. 19	10, 02 a.m.	C.P.R.	Holland Station, 1st West, Glenboro Sub., Mileage 81-9, Man.		2	Unprotected	Auto.
45,560	27,365-124	Sept. 24	9, 50 a.m.	C.P.R.	Hazlebridge Station, 1st West, Kenora Sub., Mileage 106-60, Man.		1	Unprotected	Horse-drawn vehicle.
45,557	27,467-64	Sept. 5	13, 17 K.	C.N.R.	Yorkton Station, 2nd South, Yorkton Sub., Mileage 24-8, Sask.		1	Double bell and wigwag.	Auto.
45,654	26,807-200	Sept. 22	14, 10 K.	C.P.R.	Altawan Sub., Mileage 49-34, Sask.		1	Unprotected	Auto truck.
45,624	28,786-6	Sept. 12	21, 16 K.	C.N.R.	Edmonton, 96th St., Edmonton Terminal Sub., Alta.		1	Unprotected	Auto truck.
45,625	28,786-6	Sept. 13	9, 00 K.	C.N.R.	Edmonton, 96th St., Edmonton Sub., Alta.		1	Unprotected	Auto truck.
45,626	13,037	Sept. 17	9, 45 a.m.	C.P.R.	Leduc Sub., Mileage 66-7, Alta.	1	1	Unprotected	Auto truck.
45,490	13,033	Sept. 3	9, 45 a.m.	C.P.R.	Vancouver, Victoria Drive, Cascade Sub., Mileage 120-85, B.C.		1	Unprotected	Auto truck.
45,623	11,130	Sept. 22	16, 50 K.	C.P.R.	Abbotsford, Andrews Road, Mission Sub., Mileage 6, B.C.		1	Unprotected	Auto truck.
45,680	27,073-61	Sept. 22	10, 35 K.	C.P.R.	Vernon, Elm St., B.C.		1	Unprotected	Auto truck.
45,725	27,218-190	Oct. 26	4, 00 a.m.	C.N.R.	Thompson Station, 1st East, Springhill Sub., Mileage 42-57, N.S.		1	Unprotected	Auto.
45,832	27,218-160	Oct. 25	2, 30 a.m.	C.N.R.	North Sydney, Peppert St., Sydney Sub., Mileage 87-02, N.S.	2	3	Unprotected	Auto.



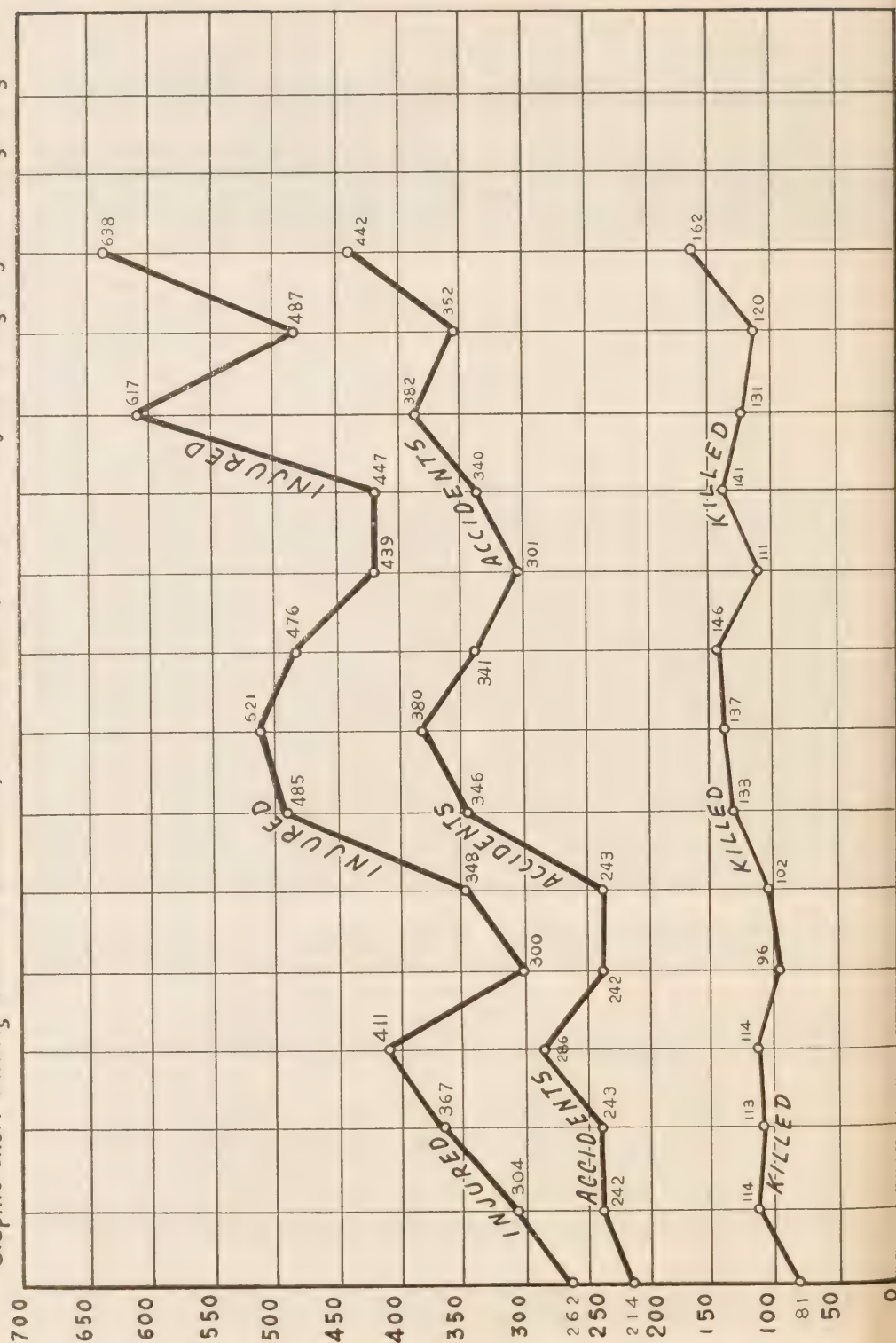
45,755	33,229-154	Oct. 31	2 00 p.m.	C.N.R.	Newcastle, Bathurst Sub., Mileage 70-18, N.B.	1	Unprotected.	Auto truck.
45,841	26,782-377	Oct. 25	10 30 a.m.	C.N.R.	Normandin, Roberval Sub., Mileage 43-89, Que.	1	Unprotected.	Auto.
45,897	26,782-148	Oct. 25	3 05 p.m.	C.N.R.	Coadville, Union St., Sherbrooke Sub., Mileage 24-99, Que.	1	Unprotected.	Auto.
45,910	26,782-186	Oct. 10	9 13 p.m.	C.N.R.	Joliette Station, 2nd East, Que.	1	Unprotected.	Auto.
45,748	26,782-408	Oct. 10	7 30 a.m.	C.N.R.	Cushing Station, 2nd South, Grenville Sub., Mileage 22-31, Que.	2	Unprotected.	Auto.
45,643	27,156-127	Oct. 4	3 58 p.m.	C.N.R.	Lac Mégantic, Mégantic Sub., Mileage 2-9, Que.	1	Unprotected.	Auto.
45,809	30,747-3	Oct. 28	8 30 p.m.	N.J.R.	Coale Station, 3 mile South, Que.	1	Unprotected.	Auto.
45,689	31,646-20	Oct. 21	9 15 p.m.	C.Q.C.R.	Mooreville, Quebec Sub., Mileage 57-5, Que.	1	Unprotected.	Auto.
45,659	9,437-1102	Oct. 23	10 45 a.m.	C.Q.C.R.	Mooreville, 1st South of Station, Vergas Sub., Mileage 65-67, Ont.	2	Single bell.	Auto.
45,772	26,324	Oct. 23	1 05 a.m.	C.N.R.	Port Arthur, Kaskahowie Sub., Mileage 2-49, Ont.	2	Bell and wigwag.	Auto.
45,556	26,765-259	Oct. 3	10 22 a.m.	C.N.R.	Welland, Welland Sub., Mileage 14-91, Ont.	1	Flash light signal.	Motorcycle.
45,650	9,437-160	Oct. 17	7 00 p.m.	C.N.R.	Ottawa, Echo Drive, Renfrew Sub., Mileage 0-57, Ont.	1	Watchman.	Auto.
45,831	26,711-917	Oct. 20	8 30 a.m.	C.N.R.	Bright, 2nd West, Drumbo Sub., Mileage 15-76, Ont.	3	Unprotected.	Auto.
45,843	26,711-271	Oct. 28	7 20 p.m.	C.N.R.	Utergrove, Midland Sub., Mileage 37-96, Ont.	1	Unprotected.	Auto.
45,842	37,435	Oct. 27	6 15 p.m.	C.N.R.	Homepave Station, 1st East of Oba Sub., Mileage 147-5, Ont.	1	Unprotected.	Auto.
45,758	8,349	Oct. 25	8 15 p.m.	C.N.R.	Bramford, Market St., Burford Sub., Mileage 1-22, Ont.	1	Unprotected.	Auto.
45,779	26,711-297	Oct. 24	8 10 p.m.	C.N.R.	Peterboro, Wolfe St., Campbellford Sub., Mileage 63-35, Ont.	1	Unprotected.	Auto.
45,740	26,711-492	Oct. 23	9 05 a.m.	C.N.R.	Humberstone, Humberstone Sub., Mileage 1-99, Ont.	1	Unprotected.	Auto.
45,642	26,711-180	Oct. 15	9 25 p.m.	C.N.R.	Harrison Station, Owen Sound Sub., Mileage 6-42, Ont.	1	Unprotected.	Auto.
45,958	26,711-102	Oct. 14	8 20 p.m.	C.N.R.	Dunnville, Tamarac St., Dunnville Sub., Mileage 37-77, Ont.	1	Unprotected.	Auto.
45,778	26,711-819	Oct. 1	2 40 a.m.	C.N.R.	Port Arthur, Lakeside Terminals, Ont.	1	Unprotected.	Auto.
45,781	26,711-450	Oct. 9	7 05 p.m.	C.N.R.	Uxbridge Station, Uxbridge Sub., Mileage 28-27, Ont.	1	Unprotected.	Auto.
45,716	23,757	Oct. 9	3 15 p.m.	C.N.R.	Simcoe, Union St., Simcoe Sub., Mileage 7-51, Ont.	1	Unprotected.	Auto.
45,577	26,727-333	Oct. 1	2 55 p.m.	C.P.R.	Zorra, 3rd East, Embro Road, Galt Sub., Mile 93.12, Ont.	1	Unprotected.	Auto.
45,775	26,727-576	Oct. 11	11 25 p.m.	C.P.R.	Brimley, Belleville Sub., Mileage 82-61, Ont.	1	Unprotected.	Auto.
45,696	26,711-200	Oct. 20	5 15 p.m.	C.P.R.	Innerkip Station, 2nd East, Galt Sub., Mileage 81-32, Ont.	1	Unprotected.	Auto.
45,708	38,443	Oct. 21	5 15 p.m.	C.P.R.	Plantagenet, 2nd West, M. & O. Sub., Mileage 52-35, Ont.	2	Unprotected.	Auto.
45,732	26,727-577	Oct. 24	7 30 p.m.	C.P.R.	Dixie, Galt Sub., Mileage 13, Ont.	1	Unprotected.	Auto.
45,600	26,727-184	Oct. 8	12 52 p.m.	C.P.R.	Petaawawa Station, 1st East, Doran St., Chalk River Sub., Ont.	1	Unprotected.	Auto.
45,651	9,437-131	Oct. 11	5 34 p.m.	M.C.R.	Woodslee, Main St., Main Line Sub., Mileage 204-82, Ont.	1	Double bell and wigwag.	Auto.
45,785	31,482-701	Oct. 30	9 10 p.m.	O.E.R.	North Oshawa, Simcoe Street, Ont.	1	Unprotected.	Auto.
45,662	26,744-166	Oct. 4	9 40 a.m.	C.N.R.	Grandview Station, 1st West, Togo Sub., Mileage 29-58, Man.	3	Unprotected.	Auto.
45,362	26,744-165	Oct. 6	6 50 p.m.	C.N.R.	Cave Station, 3rd West, Harte Sub., Mileage 73-55, Man.	1	Unprotected.	Auto.
45,502	20,751	Oct. 20	6 50 p.m.	C.P.R.	Saskatoon Avenue 'A', Sutherland Sub., Sask.	2	Watchman.	Auto.
45,592	26,807-88	Oct. 6	17 55 p.m.	C.P.R.	Whitewood Station, 2nd West, Broadview Sub., Mileage 117-28, Sask.	1	Unprotected.	Auto.
45,574	26,757-9	Oct. 2	12 15 a.m.	C.P.R.	Swift Current Station, 1st East, Swift Current Sub., Sask.	1	Unprotected.	Auto.
45,896	24,756-162	Oct. 21	20 22 K.	C.N.R.	Edmonton, 92nd St., at 106th Ave., Edmonton Terminal Sub., Alta.	2	Unprotected.	Auto.
45,807	21,673-39	Oct. 24	16 30 K.	C.P.R.	Lytton, East of Thompson Sub., Mileage 94-48, B.C.	1	Unprotected.	Auto.
45,700	27,073	Oct. 18	6 08 p.m.	C.P.R.	Couquiam Station, 1st South, Westminster Sub., Mileage 0-38, B.C.	1	Unprotected.	Horse-drawn vehicle.
46,045	33,229-9	Nov. 30	9 00 p.m.	C.N.R.	Stewiack, Redford Sub., Mileage 46-75, N.S.	1	Unprotected.	Auto.
45,833	27,218-191	Nov. 30	9 20 p.m.	C.N.R.	River John, 1st South of Station, Oxford Sub., Mileage 47-9, N.S.	1	Bell and wigwag.	Auto.
45,985	27,153-2	Nov. 30	9 00 p.m.	C.N.R.	Sydney, Brookland St., Sydney Sub., Mileage 101-34, N.S.	2	Unprotected.	Auto truck.
45,944	28,309-55	Nov. 22	2 45 p.m.	D.A.R.	Kingston, 1st West of Station, Kentville Sub., Mileage 23-66, N.S.	2	Bell and wigwag.	Auto truck.
45,856	33,229-155	Nov. 21	3 45 p.m.	C.N.R.	Caracquet Sub., Mileage 1-81, N.B.	1	Unprotected.	Auto.
45,851	27,401-121	Nov. 1	8 00 p.m.	C.P.R.	Tracy, 1st West of Station, St. John Sub., Mileage 47-74, N.B.	1	Unprotected.	Auto.
45,948	26,359-3	Nov. 14	9 00 p.m.	Temiscouata	Ledges, 1st North, Mileage 05-75, N.B.	1	Unprotected.	Auto.
45,880	26,681-29	Nov. 23	6 45 p.m.	C.N.R.	Carrier, 1st East, Diamond Sub., Mileage 7-8, Que.	5	Bell and wigwag.	Auto.
45,881	36,600-40	Nov. 20	8 53 p.m.	C.N.R.	St. Hyacinthe, Cascades St., Drummondville Sub., Mileage 127-1, Que.	4	Flash light signals and bell.	Auto.
45,870	26,752-320	Nov. 12	2 10 p.m.	C.N.R.	Isle Verte, 1st West of Station, Rimouski Sub., Mileage 69-76, Que.	1	Unprotected.	Auto.
45,844	26,732-366	Nov. 17	10 38 a.m.	C.N.R.	Rivière du Loup, 1st East of Station, Grand Mere Sub., Mileage 35-08, Que.	1	Unprotected.	Auto.
46,091	26,782-409	Nov. 17	3 50 p.m.	C.N.R.	St. Elizabeth, 1st East of Station, Grand Mere Sub., Mileage 73-82, Que.	5	Unprotected.	Auto truck.
45,878	26,752-47	Nov. 14	7 30 a.m.	C.N.R.	St. Charles, Montcalm St., Jonquière Sub., Mileage 114-5, Que.	2	Unprotected.	Auto.
45,878	26,782-411	Nov. 11	10 25 a.m.	C.N.R.	St. André Station, 1st West, Montmagny Sub., Mileage 16-5, Que.	1	Unprotected.	Auto.
45,955	26,782-108	Nov. 21	9 25 a.m.	C.N.R.	Bate St. Paul, 1st East of Station, Murray Bay Sub., Mileage 59-62, Que.	1	Unprotected.	Auto truck.



35,822	35,823	35,824	35,825	35,826	35,827	35,828	35,829	35,830	35,831	35,832	35,833	35,834	35,835	35,836	35,837	35,838	35,839	35,840	35,841	35,842	35,843	35,844	35,845	35,846	35,847	35,848	35,849	35,850	35,851	35,852	35,853	35,854	35,855	35,856	35,857	35,858	35,859	35,860	35,861	35,862	35,863	35,864	35,865	35,866	35,867	35,868	35,869	35,870	35,871	35,872	35,873	35,874	35,875	35,876	35,877	35,878	35,879	35,880	35,881	35,882	35,883	35,884	35,885	35,886	35,887	35,888	35,889	35,890	35,891	35,892	35,893	35,894	35,895	35,896	35,897	35,898	35,899	35,900	35,901	35,902	35,903	35,904	35,905	35,906	35,907	35,908	35,909	35,910	35,911	35,912	35,913	35,914	35,915	35,916	35,917	35,918	35,919	35,920	35,921	35,922	35,923	35,924	35,925	35,926	35,927	35,928	35,929	35,930	35,931	35,932	35,933	35,934	35,935	35,936	35,937	35,938	35,939	35,940	35,941	35,942	35,943	35,944	35,945	35,946	35,947	35,948	35,949	35,950	35,951	35,952	35,953	35,954	35,955	35,956	35,957	35,958	35,959	35,960	35,961	35,962	35,963	35,964	35,965	35,966	35,967	35,968	35,969	35,970	35,971	35,972	35,973	35,974	35,975	35,976	35,977	35,978	35,979	35,980	35,981	35,982	35,983	35,984	35,985	35,986	35,987	35,988	35,989	35,990	35,991	35,992	35,993	35,994	35,995	35,996	35,997	35,998	35,999	36,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
33,550-92	Dec. 2	10 10 a.m.	C.N.R.	Summerside, Duke St., Tignish Sub., Mileage 0-70, P.E.I.	1	Unprotected	Auto truck.	33,556	Dec. 4	10 55 a.m.	C.N.R.	Antigonish, 2nd West, Mulgrave Sub., Mileage 43-85, N.S.	1	Unprotected	Auto truck.	33,560	Dec. 13	9 40 a.m.	C.N.R.	New Germany Station, Middleton Sub., Mileage 15-41, N.S.	1	Unprotected	Auto taxi.	33,564	Dec. 14	1 30 p.m.	C.N.R.	Sydney, George St., Sydney Sub., Mileage 101-23, N.S.	2	Unprotected	Auto.	33,568	Dec. 4	3 33 p.m.	C.N.R.	East Bathurst, 1st East of Station, N.B.	2	Unprotected	Army jeep.	33,572-157	Dec. 4	3 33 p.m.	C.N.R.	Doaktown, 3rd West of Station, Nashua Sub., Mileage 47-28, N.B.	2	Unprotected	Auto truck.	33,576-186	Dec. 12	2 15 p.m.	C.N.R.	Victoria Crossing, Centreville Sub., Mileage 7-15, N.B.	1	Unprotected	Auto truck.	33,580-81	Dec. 22	8 15 a.m.	C.N.R.	Glendyne Sub., Mileage 58-25, N.B.	3	Unprotected	Snowmobile.	33,584-211	Dec. 23	6 45 a.m.	C.P.R.	West St. John Yard, Crossing at No. 1 shed, N.B.	3	Unprotected	Auto truck.	33,588-133	Dec. 24	3 45 p.m.	C.N.R.	LaPrairie Station, 1st North, Massena Sub., Mileage 13-08, Que.	2	Unprotected	Auto truck.	33,592-674	Dec. 24	7 55 p.m.	C.N.R.	Colbourneburg, Makamik Sub., Mileage 21-9, Que.	1	Unprotected	Auto.	33,596-214	Dec. 18	11 50 a.m.	C.N.R.	Val Rose, 1st North, Batuscan Sub., Mileage 14-9, Que.	1	Unprotected	Auto bus.	33,600-289	Dec. 18	10 50 a.m.	C.N.R.	St. Zephirin Crossing, Q. & L. Main Line, La Tuque Sub., Que.	2	Unprotected	Auto.	33,604-118	Dec. 18	6 05 p.m.	C.P.R.	Farnham, St. Alphonsus St., Adirondack Sub., Mileage 6-3, Que.	2	Unprotected	Auto.	33,608-513	Dec. 4	3 48 p.m.	C.P.R.	Sherbrooke, Alexander St., Que.	4	Unprotected	Auto.	33,612-283	Dec. 21	7 15 p.m.	C.P.R.	St. Johns (Charnplain St., Adirondack Sub., Mileage 19-87, Que.	4	Unprotected	Auto truck.	33,616-133	Dec. 15	11 00 a.m.	C.P.R.	Ste. Marie (Charnplain St., Adirondack Sub., Mileage 19-87, Que.	2	Unprotected	Auto.	33,620-28	Dec. 13	5 44 p.m.	M. & S.C.	Greenfield Park, Taschereau Blvd., Crossing, Mile 5, Que.	1	Unprotected	Auto.	33,624-114	Dec. 4	12 07-40	C.N.R.	Kitchener, St. Ledger St., Brampton Sub., Mileage 62-28, Ont.	1	Unprotected	Road Grader.	33,628-412	Dec. 6	2 10 a.m.	C.N.R.	Beaumont Station, 1st East, Dutton Sub., Mileage 20-14, Ont.	2	Unprotected	Auto truck.	33,632-342	Dec. 6	11 45 a.m.	C.N.R.	Gowansville, 1st West, Newton Sub., Mileage 20-38, Ont.	2	Unprotected	Auto.	33,636-902	Dec. 9	1 49 p.m.	C.N.R.	Medford, Marshall St., Medford Sub., Mileage 51-9, Ont.	1	Unprotected	Auto.	33,640-044	Dec. 20	12 12 a.m.	C.N.R.	Sudbury Junction, 0-7 mile north, Sudbury Sub., Mileage 115-7, Ont.	2	Unprotected	Auto.	33,644-156	Dec. 16	2 55 p.m.	C.N.R.	Campbellford, Centre St., Campbellford Sub., Mileage 30-21, Ont.	1	Unprotected	Auto truck.	33,648-226	Dec. 12	12 10 p.m.	C.N.R.	Hamilton, Beach Road, lead to Firestone Tire Plant, Ont.	1	Unprotected	Auto.	33,652-143	Dec. 12	10 10 p.m.	C.N.R.	Sudbury Junction Station, 0-7 mile North, Sudbury Sub., Mileage 115-7, Ont.	1	Unprotected	Auto.	33,656-186	Dec. 26	10 00 p.m.	C.N.R.	Sarnia, London Road, Forest Sub., Mileage 68-81, Ont.	1	Unprotected	Auto.	33,660-103	Dec. 9	11 15 a.m.	C.N.R.	Hamilton, Beach Road, Beach Sub., Mileage 2-07, Ont.	6	Unprotected	Auto.	33,664-141	Dec. 11	12 45	C.N.R.	Stratford, Romeo St., Brampton Sub., Mileage 87-45, Ont.	1	Unprotected	Auto.	33,668-186	Dec. 27	11 10 p.m.	C.N.R.	Peterboro, Aylmer St., Campbellford Sub., Mileage 62-91, Ont.	2	Unprotected	Auto.	33,672-289	Dec. 11	10 20 a.m.	C.N.R.	Oshawa, Ritson Road, Oshawa Sub., Mileage 71, Ont.	1	Unprotected	Tractor and trailer.	33,676-208	Dec. 30	6 45 a.m.	C.P.R.	Oshawa, Ritson Road, Oshawa Sub., Mileage 71, Ont.	1	Unprotected	Auto.	33,680-62	Dec. 25	6 05 a.m.	C.P.R.	London, Adelaide St., Galt Sub., Mileage 113-6, Ont.	1	Unprotected	Auto.	33,684-269	Dec. 27	1 18 a.m.	C.P.R.	Poo, North St., Crossing, Thessalon Sub., Mileage 131, Ont.	1	Unprotected	Auto.	33,688-124	Dec. 23	12 45 a.m.	C.P.R.	London, 3rd St., Galt Sub., Mileage 111-4, Ont.	1	Unprotected	Auto.	33,692-27	Dec. 20	10 05 a.m.	C.P.R.	Haley's Station, 2nd West, Chalk River Sub., Mileage 67-75, Ont.	1	Unprotected	Auto.	33,696-581	Dec. 11	3 09 p.m.	C.P.R.	Eden, 2nd South, Ont.	1	Unprotected	Auto.	33,700-18	Dec. 11	8 45 a.m.	C.P.R.	Meadowdale, North of Orangeville Sub., Mileage 2-12, Ont.	4	Unprotected	Auto truck.	33,704-191	Dec. 3	11 12 a.m.	C.P.R.	Sault Ste. Marie, Wellington St., Ont.	2	Unprotected	Auto truck.	33,708-579	Dec. 3	11 12 a.m.	A.C. & L.B.	Sault Ste. Marie, Wellington St., Ont.	2	Unprotected	Auto truck.	33,712-190	Dec. 21	11 15 p.m.	G.R.R.	London, Horton St., Ont.	1	Unprotected	Auto taxi.	33,716-135	Dec. 26	4 15 p.m.	G.R.R.	London, Horton St., Ont.	1	Unprotected	Auto.	33,720-424	Dec. 28	3 45 p.m.	G.R.R.	London, Horton St., Ont.	1	Unprotected	Auto.	33,724-104	Dec. 28	4 15 p.m.	G.R.R.	London, Horton St., Ont.	1	Unprotected	Auto.	33,728-181	Dec. 27	9 12 a.m.	M.C.R.	Hagersville, King St., Main Line Sub., Mileage 66-48, Ont.	1	Unprotected	Pedestrian.	33,732-181	Dec. 1	1 03 p.m.	M.C.R.	Grandview Station, 1st East, Togo Sub., Mileage 29-47, Man.	1	Unprotected	Pedestrian.	33,736-180	Dec. 5	8 32 p.m.	C.N.R.	Winipeg Terminal, Sutherland Ave., Man.	2	Unprotected	Auto truck.	33,740-180	Dec. 6	16 30 K.	C.N.R.	Langham Sub., Mileage 46-89, Sask.	1	Unprotected	Auto truck.	33,744-135	Dec. 19	21 10 K.	C.N.R.	Arran, 1st West, Preceville Sub., Sask.	1	Unprotected	Auto truck.	33,748-181	Dec. 12	13 25 K.	C.N.R.	Moose Jaw, corner of 1st Avenue and Home St., Sask.	1	Unprotected	Auto truck.	33,752-172	Dec. 14	24 10 K.	C.N.R.	Saskatoon, Avenue "H", Wilkie Sub., Mileage 1, Sask.	2	Unprotected	Auto truck.	33,756-181	Dec. 13	10 30 a.m.	C.N.R.	Sylvan Lake Yard, S.E. West, Brazeau Sub., Mileage 51-9, Alta.	1	Unprotected	Auto truck.	33,760-181	Dec. 15	5 40 p.m.	C.N.R.	Calgary, 82nd Ave., S.E., Brooks Sub., Mileage 169-9, Alta.	1	Unprotected	Auto truck.	33,764-032	Dec. 10	3 45 p.m.	C.P.R.	Edmonton, 104th Ave., between 110th and 111th Sts., Leduc Sub., Alta.	1	Unprotected	Auto truck.	33,768-523	Dec. 22	24 10 K.	C.P.R.	Coutts Sub., Mileage 45-22, Alta.	2	Unprotected	Auto.	33,772-201	Dec. 30	18 48 K.	C.N.R.	Morinville Station, 1st West, Edmonton Sub., Mileage 20-1, Alta.	1	Unprotected	Auto.	33,776-014	Dec. 20	33 014-2	C.N.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,780-220	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,784-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,788-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,792-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,796-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,800-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,804-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,808-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,812-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,816-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,820-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,824-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,828-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,832-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,836-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,840-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,844-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,848-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,852-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,856-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,860-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,864-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,868-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,872-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,876-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,880-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,884-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,888-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,892-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,896-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,900-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,904-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,908-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,912-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,916-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,920-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,924-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,928-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,932-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,936-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,940-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,944-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,948-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,952-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,956-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,960-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,964-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,968-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,972-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,976-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,980-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,984-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,988-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,992-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	33,996-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,000-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,004-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,008-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,012-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,016-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,020-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,024-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,028-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,032-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,036-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage 18-7, B.C.	1	Unprotected	Auto.	34,040-103	Dec. 23	1 40 K.	C.P.R.	Tadnacac, Rossland Sub., Mileage



Graphic Chart showing number of accidents; number injured at Highway Crossings at grade.





## STATEMENT No. 19.—NUMBER OF FREIGHT CARS INSPECTED, SHOWING CARS DEFECTIVE FOR THE YEAR ENDED DECEMBER 31, 1947

Railway	Cars Inspected	Cars Defective
Canadian National.....	16,051	1,071
Canadian Pacific.....	11,920	758
Algoma Central and Hudson Bay.....	75	3
Michigan Central.....	110	3
New York Central.....	10	
Temiscouata.....	25	9
Thousand Islands.....	1	1
Toronto, Hamilton and Buffalo.....	500	17
Totals.....	28,692	1,862

## STATEMENT No. 20.—DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED DECEMBER 31, 1947

*Coupler and Parts including:*

- Broken or worn coupler.
- Guard arm short.
- Knuckle broken, worn or missing.
- Knuckle pin broken, worn, bent or missing.
- Lock block broken, worn, bent, missing or inoperative (Defects 82)

*Height of Couplers including:*

- Coupler too high.
- Coupler too low.
- Coupler tie straps loose or missing.
- Carrier irons worn, loose or broken.
- Carrier nuts and bolts broken or missing. (Defects 183)

*Truck and Spring Defects including:*

- Body or truck frictions broken, loose or missing.
- Centre castings worn, broken or loose.
- Truck springs broken or missing. (Defects 436)

*Uncoupling Mechanism including:*

- Uncoupling levers broken, bent or loose.
- Uncoupling lever incorrectly applied.
- Uncoupling links broken, loose or missing.
- Uncoupling link kinked and not operative.
- Uncoupling lever brackets broken, bent or loose.
- Uncoupling levers non-standard. (Defects 117)

*Handholds including:*

- Handholds broken, bent, loose or missing.
- Handholds incorrectly applied. (Defects 149)

*Sill Steps including:*

- Sill steps broken, bent, loose or missing.
- Sill steps incorrectly applied. (Defects 103)

*Ladders including:*

- Ladders bent, loose or missing.
- Ladders incorrectly applied.
- Ladder round broken, bent, loose or missing. (Defects 97)

*Running Boards including:*

- Running boards broken, loose or missing.
- Running boards incorrectly applied.
- Running boards with non-standard end clearance.
- Broken or loose end or side fascia boards.
- Holes in decking of flat and open-top cars. (Defects 143)

*Handbrakes including:*

- Defective brakemast, pawls, dogs, ratchet wheels, brake chains and rods, brake pulley wheels, brake wheels or levers.
- Non standard clearance wheels, including load fouling brakemast wheel. (Defects 414)

*Air Brakes including:*

- Cylinders and triple valve not cleaned within A.R.A. limit of cleaning.
- Cylinder and triple valve not stencilled with date of cleaning.
- Brakes cut out. (Defects 199)

*All Air Brake Defects including:*

- Triple valve defective.
- Reservoir defective.
- Cylinder defective.
- Cut-out cock defective.
- Release cock defective.
- Release rod defective.
- Angle cock defective.
- Train pipe defective or loose.

STATEMENT No. 20.—DEFECTIVE SAFETY APPLIANCES ON FREIGHT CARS  
REPORTED BY THE BOARD'S INSPECTORS FOR THE YEAR ENDED  
DECEMBER 31, 1947—*Concluded*

*All air brake defects, including:—Concluded*

Train pipe clamps missing.  
Hose defective.  
Hose gasket defective.  
Retaining valve defective or missing.  
Retaining pipe defective or missing.

(Defects 159)

*Side Doors, etc., including:*

Side doors loose and protruding from side of cars.  
Miscellaneous.

(Defects 230)

Total Defects..... 2,312

STATEMENT No. 21.—NUMBER OF LOCOMOTIVES INSPECTED, AND NUMBER OF DEFECTS ON  
RAILWAYS, FOR THE YEAR ENDED DECEMBER 31, 1947

Classification	Total Defects
Air compressor.....	23
Arch tubes.....	7
Ashpans or mechanism.....	1
Blow off cocks.....	89
Boiler checks.....	18
Boiler shell.....	16
Brake equipment.....	93
Cabs or cab windows.....	22
Cab aprons or decks.....	7
Cab cards.....	17
Coupling or uncoupling devices.....	18
Crossheads, guides, pistons or piston rods.....	85
Crown bolts.....	4
Cylinders, saddles or steam chests.....	12
Domes or dome caps.....	3
Draft gear.....	58
Draw gear.....	17
Driving boxes, shoes, wedges or pedestals.....	69
Fire box sheets.....	16
Flues.....	3
Frames, tail pieces or braces, locomotive.....	48
Frames, tender.....	6
Gauges or gauge fittings, air.....	13
Gauges, steam.....	68
Gauge cocks.....	20
Grate shakers and fire doors.....	18
Handholds.....	56
Injectors inoperative.....	2
Injectors and connections.....	69
Inspections or tests not made as required.....	20
Lateral motion.....	72
Lights, cab or classification.....	8
Lights, headlight.....	5
Lubricators and appurtenances.....	4
Mudrings.....	5
Packing nuts.....	7
Packing, piston rod and valve stem.....	5
Pilot or pilot beams.....	11
Plugs or studs.....	4
Reversing gear.....	7
Rods, main and side, crank pins or collars.....	5
Safety valves.....	2
Sanders.....	9
Springs or spring rigging.....	141
Squirt hose.....	3
Staybolts.....	10
Staybolts broken.....	2
Steam pipes.....	15
Steam valve.....	57
Steps.....	72
Tender.....	50
Telltale holes.....	2
Throttle or dry pipes.....	50
Trucks, engine.....	29
Trucks, tender.....	57
Valve Motion.....	14
Washout plugs.....	47
Water glass, fittings or shields.....	86
Wheels.....	200
Miscellaneous.....	32
Fire Protective Appliances.....	239
Total Defects.....	2,168

	Locomotives Inspected
Canadian National.....	3,954
Canadian Pacific.....	3,444
Miscellaneous.....	860
Total.....	8,258

STATEMENT No. 21A.—STATEMENT OF BOILER EXPLOSIONS AND CROWN SHEETS DAMAGED  
FOR THE YEAR 1947

Railway	Date	Engine No.	Place	Remarks
Canadian National	Feb. 23	D. & H. 1057	<i>Boiler Explosions</i> Turot, Montreal, Quebec	Boiler of engine exploded on shop track. 1 killed and 1 injured.
Canadian National	June 5	C.N.R. 1389	<i>Crown Sheets Damaged</i> Sprague, Man.	Water allowed to become low when engine in shop.
Canadian National	June 13	C.N.R. 1174	Ascapedia Sd., m. 46, N.B.	Blow-off cock stuck, due to piece of metal, which allowed water to drop.
Canadian National	Aug. 16	C.N.R. 3391	Jellicoe, Ont.	Water allowed to become low while en route.
Canadian National	Oct. 9	C.N.R. 3478	Toronto, Ont.	Fire lit while water low in boiler.
Canadian National	Oct. 13	C.N.R. 3216	Capreol, Ont.	Water low on crown. Time and place not established.
Canadian National	Nov. 8	C.N.R. 3355	Winnipeg, Man.	Crew allowed water to drop.
Canadian National	Oct. 15	C.N.R. 1132	New Carlisle, Que.	Blow-off cock stuck open allowing water to escape.
Canadian Pacific	Jan. 29	C.P.R. 2563	Culp, Alta. (Nor. Alberta Railways)	Crew allowed water to become low.
Canadian Pacific	May 17	C.P.R. 5340	Field, B.C.	Fire lit when boiler short of water.
Canadian Pacific	Aug. 23	C.P.R. 5211	Vancouver, B.C.	Left blow-off cock left open when fire lit.
SUMMARIES				
<i>Boiler Explosions</i>				
Canadian National				1
<i>Crown Sheets Damaged</i>				
Canadian National				7
Canadian Pacific				3
Total				10

STATEMENT No. 22.—SUMMARY OF REPORTS ON FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD SEASON OF 1947

	(Canadian Pacific (Eastern Region) (a))	(Canadian Pacific (Prairie Region))	(Canadian Pacific (b))	(Canadian National (Atlantic Region))	(Canadian National (Central Region))	(Canadian National (Western Region))	Algonia Central and Hudson Bay	Northern Alberta Railways	Great Northern Railway	Miscellaneous Railways (c)	Totals
<i>Fires of Railway Origin—</i>											
<i>Number by causes—</i>											
Locomotive, Class A fires.....	20	2	107	14	45	12	4	4	.....	.....	208
Locomotive, Class B fires.....	30	2	41	22	76	30	2	22	.....	.....	227
Locomotive, Class C fires.....	7	2	2	6	10	3	4	3	.....	1	38
Employees, Class A fires.....	.....	.....	1	.....	2	.....	2	.....	.....	.....	5
Employees, Class B fires.....	8	.....	.....	.....	2	2	4	.....	.....	.....	16
Employees, Class C fires.....	.....	.....	2	2	1	.....	3	.....	.....	.....	8
Total, Class A fires.....	20	2	108	14	47	12	6	4	.....	.....	213
Total, Class B fires.....	38	2	41	22	78	32	6	22	.....	2	243
Total, Class C fires.....	7	2	4	8	11	3	7	3	.....	1	46
Total, all railway fires.....	65	6	153	44	136	47	19	29	.....	3	502
<i>Areas burned (acres)—</i>											
Young forest growth.....	144	.....	31	671	1,306	144	192	.....	.....	.....	2,488
Merchantable timber.....	18	.....	15	650	6,080	1	3	.....	.....	10	6,777
Slashing or old burn.....	671	.....	2	20	111	394	3,385	.....	.....	20	4,603
Other classes of land.....	861	44	111	218	424	78	48	118	.....	30	1,932
Total.....	1,694	44	159	1,559	7,921	617	3,028	118	.....	60	15,800
<i>Value of property destroyed—</i>											
Young forest growth.....	\$ 23	\$ 42	\$ 3,021	\$ 3,021	\$ 2,441	\$ 10	\$ 30	\$	\$	\$	\$ 5,567
Standing timber.....	24	.....	2,150	2,150	22,821	.....	15	.....	.....	15	25,025
Forest Products.....	.....	.....	.....	1,500	.....	.....	.....	.....	.....	.....	1,500
Other property.....	170	.....	1,020	5	1,700	25	20	.....	.....	.....	3,000
Total.....	217	.....	1,062	6,676	27,022	35	65	.....	.....	15	35,092
<i>Known causes other than railway—</i>											
<i>Number by causes—</i>											
Campers and travellers, Class A fires.....	.....	.....	8	1	5	3	3	.....	.....	.....	20
Campers and travellers, Class B fires.....	6	1	6	2	9	5	.....	.....	.....	.....	29
Campers and travellers, Class C fires.....	1	.....	.....	.....	3	.....	.....	.....	.....	.....	4
Settlers, Class A fires.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Settlers, Class B fires.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	3
Settlers, Class C fires.....	1	.....	1	1	.....	.....	.....	1	.....	.....	1





STATEMENT No. 23. SUMMARY OF FIRES OF RAILWAY ORIGIN IN FOREST SECTIONS, CLASSIFIED BY CAUSES, SEASON OF 1947

Cause of Fire	Number of Fires				Forest Land Burned				Non-forest land burned		Damage to Forest Products	Damage to Other Property	Grand Totals				
	Class			Total	Per cent	Acres	Per cent	Damage	Per cent	Acres			Per cent	Area Acres	Per cent	Damage	
	A	B	C														
Locomotive	208	227	38	473	94.22	13,714	98.90	30,387	99.33	\$	1,500	88.35	1,707	15,421	97.60	34,713	98.94
Employee	5	16	8	29	5.78	154	1.10	205	0.67	\$	165	11.65	225	379	2.40	373	1.06
Total	213	243	46	502	100.00	13,868	100.00	30,592	100.00	\$	1,500	100.00	1,932	15,800	100.00	35,092	100.00

Class A fires are those which cover an area less than one-fourth acre, regardless of amount of damage.

Class B fires are those which cover an area of one-fourth acre to ten acres.

Class C fires are those which cover an area over ten acres.

STATEMENT No. 24. SUMMARY OF REPORTS OF FIRES IN FOREST SECTIONS ORIGINATING WITHIN 300 FEET OF TRACK ALONG RAILWAY LINES UNDER THE JURISDICTION OF THE BOARD, SEASON OF 1947; SHOWING BY PROVINCES THE NUMBER OF FIRES, AREAS BURNED AND VALUE OF PROPERTY DESTROYED, BY CLASSIFIED CAUSES.

Province	Forested Mileage	Per cent for Prov.	No. of Fires	Fires of Railway Origin			Known Causes other than Railway						Fires of Unknown Origin				
				Per cent for Prov.	Acres	Value \$	Per cent for Prov.	Acres	Value \$	Per cent for Prov.	No. of Fires	Per cent for Prov.	Per cent for Prov.	Acres	Per cent for Prov.	Value \$	Per cent for Prov.
Nova Scotia	940	6.87	21	4.18	1,291	5,212	14.85	15	4.72	200	16.33	2	5.41	1	0.30	13	5.75
New Brunswick	1,109	8.10	31	6.17	890	1,464	4.17	10	3.14	10	0.82	4	10.81	31	9.40	13	5.75
Quebec	1,877	13.72	29	5.78	595	3,777	11.19	38	11.95	167	13.65	1	2.70	1	0.30	150	66.37
Ontario	4,526	33.07	202	40.24	12,618	23,379	66.62	27	40.30	834	68.14	13	35.14	9	2.73	63	27.88
Manitoba	618	4.52	1	0.20	6	0.04	0.02	66	20.76	2	0.16	1	2.70	1	0.30	63	27.88
Saskatchewan	363	2.65	6	1.20	124	5	0.02	18	5.06	11	0.90	5	13.51	5	1.52	295	100.00
Alberta	1,015	7.42	39	7.77	216	1,092	3.11	23	34.33	2	0.16	10	27.03	281	83.15	63	27.88
British Columbia	3,179	23.23	170	33.86	60	15	0.04	67	100.00	1,224	100.00	37	100.00	330	100.00	295	100.00
Yukon Territory	58	0.42	3	0.90	60	15	0.04	67	100.00	1,224	100.00	37	100.00	330	100.00	295	100.00
Total	13,685	100.00	502	100.0	15,800	35,092	100.00	318	100.00	1,224	100.00	37	100.00	330	100.00	295	100.00

Respectfully submitted,

C. C. STIBBARD,  
Director of Operation.

## APPENDIX "F"

## BUREAU OF TRANSPORTATION ECONOMICS

*Establishment*

As a result of the steadily increasing importance of transportation in relation to the economy of Canada, and the need for a central co-ordinating body to analyse transport operations and advise the Ministers of Transport and of Reconstruction, the Governor-in-Council approved the establishment of the Bureau of Transportation Economics as of January 2, 1947, under the jurisdiction of the Board of Transport Commissioners for Canada. Mr. J. C. Lessard, Transportation Economist for the Board of Transport Commissioners, was appointed Director, and G. A. Scott, Economist for the Air Transport Board, was appointed Assistant Director.

The principal duties of the Bureau are twofold. On the one hand, they include the collection, tabulation, and analysis of financial and operating statistics of those transportation and communication agencies which are subject to the jurisdiction of the Board of Transport Commissioners for Canada. On the other hand, they include similar undertakings with respect to commercial air services which are subject to the jurisdiction of the Air Transport Board. In addition, the Bureau has, upon request, undertaken special investigations for, and supplied transportation data to, other government departments.

*Organization*

The Bureau of Transportation Economics consists of three main divisions. The Analysis Division is responsible for conducting fact finding investigations and analysis of, and reporting upon, statistical and financial data supplied by the Statistical and Audit Divisions. The Statistical Division is responsible for the collection and tabulation of operating data for the various modes of transportation subject to the authority of both Boards. The duties of this section also include the publication and distribution of the reports of the Bureau, the maintenance of supplies, records and a transportation library. The Audit Division has the duty of providing standard classifications for accounts and accounting systems where required, and the auditing of monthly and yearly reports of the carriers.

*Railways*

Acting under the authority of the Railway Act, the Secretary of the Board of Transport Commissioners for Canada requested the operators under its jurisdiction to supply the Bureau with copies of operating statistics and financial reports. Based upon prior year publications issued by the Dominion Bureau of Statistics, the Railway statistical section has been able to compile a moderately complete statistical history of Canadian Railways' operations since 1923. Records have been established from which such operating data are readily accessible, and with the addition of incoming reports, a month to month tabulation of selected operating statistics is now maintained.

During 1947 a considerable portion of the work of the Bureau was devoted to the Canadian Railway Association freight rates case and the Director of the Bureau acted as official economic advisor to the Board and was in attendance throughout the hearings. In addition, the members of the Board and the technical staff were supplied with copies of a special annual report covering Canadian Railway Statistics 1923-1946; quarterly bulletins showing the operations of the Canadian National, the Canadian Pacific, and other railways in Canada whose operating revenues exceed \$100,000 per annum; and a monthly resume of revenues and expenses for the Canadian Pacific and Canadian National Railways.

Submissions and exhibits filed on behalf of the Canadian Railway Association and the respondents were checked by the Bureau and analysed for inclusion in reports and memoranda as requested by the Board. A special review of Canadian railway operations for the period 1936-46 inclusive was also prepared for use of the Board members.

The 1947 preliminary tabulation of Canadian railway reports indicate total revenues amounting to \$770,319,000 as compared with \$718,501,764 for 1946, or an increase of 7.2 per cent. Operating expenses are indicated as \$685,649,000 for 1947, or a 10 per cent increase over the 1946 total of \$623,529,472. Operating ratios were 86.8 per cent and 89 per cent for 1946 and 1947 respectively. Canadian railway passenger traffic shows a volume of 3,600,000,000 passenger-miles, a decrease of 22.6 per cent from 1946. Freight traffic amounted to 62,000,000,000 ton-miles, an increase of 12.1 per cent over the previous year. A tabulation of the major indicators of railway activity for the past decade shows the following relationships:—

Year	Operating Revenues	Operating Expenses	Net Operating Revenue	Operating Ratio	Freight Ton-Miles	Revenue Passenger Miles
	\$	\$	\$	%	(000)	(000)
1938.....	336,833,400	295,705,638	41,127,762	87.8	26,834,697	1,783,178
1939.....	367,179,095	304,373,285	62,805,810	82.9	31,464,991	1,751,973
1940.....	429,142,059	335,287,503	93,855,156	78.1	37,898,196	2,176,468
1941.....	538,291,947	403,733,542	134,558,405	75.0	49,982,467	3,205,542
1942.....	663,610,570	485,783,584	177,826,986	73.2	56,153,953	4,989,296
1943.....	778,914,595	560,597,204	218,317,351	72.0	63,915,074	6,525,064
1944.....	796,636,786	634,774,021	161,862,765	79.7	65,928,079	6,873,188
1945.....	774,971,360	631,497,562	143,473,798	81.5	63,349,095	6,384,155
1946.....	718,501,764	623,529,472	94,972,292	86.8	55,310,308	4,648,558
1947(?).....	770,319,000	685,649,000	84,670,000	89.0	62,000,000	3,600,000

(1) From Dominion Bureau of Statistics Preliminary Report.

(2) Preliminary.

### Waterways

At the request of the Board, a complete survey of the records of the four major water carriers operating in the MacKenzie River area was undertaken. The object was to determine the volume and characteristics of the station to station traffic. An analysis was made from duplicate way bills supplied by the operators and from annual financial Balance Sheets, and included a tabulation of weights and charges by commodities and the compilation of the data by originations and destinations of traffic and average rates per 100 pounds. Confidential summaries for the use of the Board were made for Hudson's Bay Company, Northern Transportation Company, Yellowknife Transportation Company, and McInnes Company. A combined report of the four operators has been issued for general distribution. The results of the tabulation show total tonnage of 50,446 carried on the MacKenzie River system including the Peace River sector during the analysis period, and total calculated revenues amounting to \$2,345,840. Commodity groups show ton-mile rates averaging 8.0 cents.

From the annual statements submitted by the carriers, for the 1946 navigation season, total revenues received amounted to \$2,364,812, compared with



expenses of \$2,109,421. The net operating revenues were \$255,391, and the operating ratio 89·2 per cent. Commodity groups show ton-mile rates averaging 8·0 cents.

### *Highways*

During the year a special study of the Grimshaw-Hay River highway, and related transportation routes, was undertaken and a report issued. This report included a complete analysis of traffic by highway, waterway and airline in the MacKenzie River area.





## APPENDIX "H"

## GENERAL ORDER No. 697

*In the matter of the General Order of the Board No. 690, dated the 13th day of August, 1946.*

File No. 4135.25

SATURDAY, the 4th day of January, A.D. 1947.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

Upon reading the submissions filed on behalf of the New York Central Railroad Company, and upon the recommendation of the Director of Operation of the Board—

*It is ordered* that the said General Order No. 690, dated the 13th day of August, 1946, be and it is hereby, amended by inserting the following paragraph immediately after paragraph numbered 9 thereof:

9A. Standard temporary slow boards as shown in Drawing EC/J5 on file with the Board under file No. 4135.25 may be used on the New York Central Railroad Company's lines in Canada, in lieu of the bunting flag prescribed by paragraph numbered 9 hereof.

J. A. CROSS,

*Chief Commissioner.*

## GENERAL ORDER No. 698

*In the matter of General Order of the Board No. 692:*

File No. 1717.88.17

THURSDAY, the 23rd day of January, A.D., 1947.

J. A. CROSS, K.C., *Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading the submission filed by The Railway Association of Canada; and upon the recommendation of the Director of Operation of the Board:

*It is ordered* that General Order No. 692 be, and it is hereby, rescinded.

J. A. CROSS,

*Chief Commissioner.*



## GENERAL ORDER No. 699

*In the matter of the application of Shawinigan Chemicals Limited for permission to use certain galvanized drums - single trip containers—for the transportation by rail freight of acetone to a Canadian port for export.*

File No. 1717.15

THURSDAY, the 13th day of February, A.D. 1947.

J. A. CROSS, K.C., *Chief Commissioner.*  
HUGH WARDROPE, *Asst. Chief Commissioner.*  
A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*  
J. A. STONEMAN, *Commissioner.*  
G. A. STONE, *Commissioner.*  
F. M. MACPHERSON, *Commissioner.*

Whereas there is a critical shortage of steel containers;

*Upon reading the submissions filed on behalf of Shawinigan Chemicals Limited and The Railway Association of Canada; and upon the recommendation of the Director of Operation of the Board—*

*It is ordered that railway companies subject to the jurisdiction of the Board be, and they are hereby, authorized to take and receive from Shawinigan Chemicals Limited new galvanized steel drums marked "RHEEMS" 18/55/46, flat head construction, with closure in the head of the drum with opening 3/4", closure plug to have five complete threads and satisfactory gasket: Provided each drum is subject to an air leakage test of seven pounds p.s.i. before filling; and to transport the said drums from Montreal, Quebec, to a Canadian port for export.*

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 700

*In the matter of the practice of handling snow plows on the front end of engines hauling passenger trains.*

File No. 1750.16.3

FRIDAY, the 20th day of June, A.D. 1947.

HUGH WARDROPE, *Asst. Chief Commissioner.*  
A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*  
G. A. STONE, *Commissioner.*

*Upon reading the submissions filed by The Railway Association of Canada, Brotherhood of Locomotive Engineers, Order of Railway Conductors of America, Brotherhood of Locomotive Firemen and Enginemen, Brotherhood of Railroad Trainmen, and the Temiscouata Railway Company—*

*It is ordered that all railway companies subject to the jurisdiction of the Board be, and they are hereby, prohibited from handling snow plows on engines hauling passenger trains.*

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 701

*In the matter of Regulations for the Transportation of Radioactive materials originating in Canada by rail express over rail lines, subject to the jurisdiction of the Board of Transport Commissioners for Canada:*

File No. 1717.12.195

MONDAY, the 20th day of October, A.D. 1947

HUGH WARDROPE, *Assistant Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Radioactive material is any material or combination of materials that spontaneously emits ionizing radiation.

For the purpose of these Regulations radioactive materials are divided into three groups according to the type of rays emitted at any time during transportation, as follows:—

Group I—Radioactive materials that emit gamma rays only or both gamma and electrically charged corpuscular rays.

Group II—Radioactive materials that emit neutrons and either or both the types of radiation characteristic of Group I materials.

Group III—Radioactive materials that emit electrically charged corpuscular rays only, i.e., alpha or beta, etc.

Note.—For the purposes of these Regulations one (1) millicurie is that amount of any radioactive material which disintegrates at the rate of 37 million atoms per second.

As an interim measure, pending formulation of detailed Regulations, shipments by rail express of Safe Amounts of Radioactive Materials may be made, as follows:—

(a) Radioactive materials are exempt from packing, marking and labeling requirements, provided they fulfil all of the following conditions:

(1) The package must be such that there can be no leakage of radioactive material under conditions normally incident to transportation.

(2) The package must contain not more than 0.1 millicuries of radium, or polonium, or not more than that amount of strontium 89, strontium 90, or barium 140, which disintegrates at a rate of Five (5) million atoms per second; or not more than that amount of any other radioactive substance which disintegrates at a rate of 50 million atoms per second.

(3) The package must be such that no significant alpha, beta or neutron radiation is emitted from the exterior of the package and the gamma radiation at any surface of the package must be less than 10 milliroentgens for 24 hours.

(b) Manufactured articles other than liquids, such as instruments or clock dials of which radioactive materials are a component part, and luminous compounds, when securely packed in strong outside containers are exempt from packing, marking and labeling requirements provided the gamma radiation at any surface of the package is less than 10 milliroentgens in 24 hours.

HUGH WARDROPE,  
*Assistant Chief Commissioner.*

## GENERAL ORDER No. 702

*In the matter of the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight authorized by General Orders Nos. 598 and 670:*

File No. 1717.87.41

TUESDAY, the 28th day of October, A.D. 1947.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

*Upon reading the submissions filed by The Railway Association of Canada; and upon the recommendation of the Director of Operation of the Board—*

*It is ordered that the said Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, be, and they are hereby, amended by striking out paragraph numbered 207-3 on page 44 thereof and substituting therefor the following:*

“207-3. Hand fire extinguishers, and component parts thereof, containing non-liquefied gas for the purpose of expelling fire-extinguishing contents”.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 703

*In the matter of the Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc., and Specifications for Shipping Containers prescribed by General Orders Nos. 678 and 696:*

File 1717.12 and 1717.87.41

TUESDAY, the 28th day of October, A.D. 1947.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

A. SYLVESTRE, K.C., *Deputy Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

*Upon reading the submissions filed by The Express Traffic Association of Canada and The Railway Association of Canada; and upon the recommendation of the Director of Operation of the Board—*

*It is ordered that the Regulations for the Transportation by Express of Acids, Compressed Gases, Inflammables, Oxidizing Substances, Explosives, etc., and Specifications for Shipping Containers, be, and they are hereby, amended by striking out paragraph numbered 138 (b) on page 36 thereof and substituting therefor the following:*

“138(b). Hand fire extinguishers, and component parts thereof, containing non-liquefied gas for the purpose of expelling fire-extinguishing contents”.

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 704

*In the matter of General Order of the Board No. 361:*

File No. 45.

THURSDAY, the 13th day of November, A.D. 1947.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

*It is ordered that General Order No. 361 be, and it is hereby, amended by striking out the word "ten", in Item 7 of Schedule "A" of the said Order and substituting therefor the word, "twenty-five."*

J. A. CROSS,  
*Chief Commissioner.*

## GENERAL ORDER No. 705

*In the matter of the General Order of the Board No. 598, dated October 11, 1940, authorizing, for the observance of the railway companies subject to the jurisdiction of the Board which accept explosives and other dangerous articles for carriage, the revised regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers:*

File No. 1717.88.22.

WEDNESDAY, the 26th day of November, A.D. 1947.

J. A. CROSS, K.C., *Chief Commissioner.*

HUGH WARDROPE, *Asst. Chief Commissioner.*

J. A. STONEMAN, *Commissioner.*

G. A. STONE, *Commissioner.*

F. M. MACPHERSON, *Commissioner.*

Upon reading the submissions filed; and upon the report and recommendation of the Director of Operation of the Board—

It is ordered that the said regulations for the transportation of explosives and other dangerous articles by freight, and specifications for shipping containers be, and they are hereby amended by inserting the following paragraph immediately after paragraph numbered 22 of Specification 4B on page 85 thereof:

"23. Special type with fusion-welded longitudinal seam authorized because of the present emergency and until further Order of the Board. Cylinders to have 240 pounds normal water capacity, a service pressure of 240 pounds per square inch, and be made in compliance with all the requirements of this specification, except those applicable to longitudinal seams, and with all of the following additional requirements, which apply to cylinders with fusion-welded longitudinal seams:

(a) Cylinders shall be inspected by competent and disinterested inspectors acceptable to the Bureau of Explosives.

(b) Steel shall be plain carbon steel of American Society for Testing Materials firebox quality with carbon content not in excess of 0.25 per cent.

(c) Calculated wall stress at two times the service pressure shall not exceed 18,000 pounds per square inch.



(d) Each cylinder shall be thermally stress-relieved after all initial welding and seam repair welding operations have been completed and prior to the hydrostatic test.

(e) Each cylinder shall be subjected to the hydrostatic test as specified in paragraphs 13 (a), (b), and (c) of Specification 3A. Test pressure shall be at least two and two-thirds times the service pressure. Following this test, each cylinder shall be subjected to a dry air-pressure test of two times the service pressure. The cylinder shall be thoroughly dry before air test is applied, and during test, welded seams shall be examined for leaks, either by submerging the cylinders in liquid, or by painting all welded seams with a solution suitable for the detection of leaks.

(f) (1) Longitudinal fusion-welded seam shall be of the double-welded butt type. Filler metal may be added from one side when and if means are provided for accomplishing complete penetration and reinforcement on both sides of the joint. Welding procedure and welding operators shall be qualified for the manufacture of pressure vessels in accordance with paragraph U-69 of the Rules for Construction of Unfired Pressure Vessels, Section VIII of the American Society of Mechanical Engineers Boiler Construction Code, 1943 Edition including Addenda to 1946 Edition.

(f) (2) One finished cylinder out of each lot, which appears to the inspector to be the least likely to meet the test, shall be selected by the inspector from each lot of 200 or less successively produced and shall be hydrostatically tested to destruction and shall not burst at a pressure less than six times the service pressure.

(f) (3) Guided bend test. A bend test specimen shall be cut from the cylinder used for the physical tests specified in paragraph 15(a). Specimen shall be taken across the seam, shall be  $1\frac{1}{2}$  inches wide, edges shall be parallel and rounded with a file, and back-up strip, if used, shall be removed by machining. The specimen shall be bent to refusal in the guided bend test jig illustrated in Appendix to paragraph 22 of Specification 4B effective December 18, 1941 (except that the radius of the male member shall be two times the nominal thickness of the specimen and the radius of the female member shall be three times the nominal thickness of the specimen plus  $1/32$  inch.) The root of the weld (inside surface of the cylinder) shall be located away from the ram of the jig. No Specimen shall show a crack exceeding  $1/8$  inch in any direction upon completion of the test. Should this specimen fail to meet the requirements, two additional specimens from the same cylinder shall be tested, and if either of these fails to meet the requirements, the entire lot represented shall be rejected.

(f) (4) In addition to the guided bend test, a reduced section tension test shall be made transverse to the weld and meet the requirements of paragraph Q-109 of Section IX of the American Society of Mechanical Engineers Boiler Construction Code, 1943 Edition including Addenda to 1946 Edition. Should this specimen fail to meet the requirements, two additional specimens from the same cylinder shall be tested, and if either of these fails to meet the requirements, the entire lot represented shall be rejected.

(g) One finished longitudinal seam shall be selected at random from each of 100 or less successively produced and be radiographically examined throughout its length in accordance with subparagraph (b) of paragraph U-68 of the American Society of Mechanical Engineers Unfired Pressure Vessel Code. Should the radiographs fail to meet the requirements two additional seams of the same lot shall be examined, and if either of these fails to meet the requirements the entire lot shall be rejected.

(h) Marking required on each cylinder—By stamping plainly and permanently on shoulder, top head, or neck, as follows:

(h) (1) CRC-4B240-FLW

(h) (2) A serial number and an identifying symbol (letters); location of number to be just below the 'RC' mark; location of symbol to be just below the number. The symbol and numbers must be those of purchaser, user or maker. The symbol must be registered with the Bureau of Explosives; duplications unauthorized.

(h) (3) Inspector's official mark near serial number, date of test (such as 12-46 for December, 1946) so placed that dates of subsequent test can be easily added."

J. A. CROSS,  
*Chief Commissioner.*

















**BINDING SECT.** MAR 15 1982

